



# FAIRFAX COUNTY

APPLICATION FILED: January 3, 2005  
PLANNING COMMISSION: May 19, 2005  
BOARD OF SUPERVISORS: May 23, 2005  
@ 3:30 p.m.

V I R G I N I A

May 4, 2005

# CRD

## STAFF REPORT

APPLICATION SE 2005-LE-001

### LEE DISTRICT

<b>APPLICANT:</b>	Saul Holdings Limited Partnership By: Saul Centers, In., General Partner
<b>ZONING:</b>	C-6, HC, CRD
<b>PARCELS:</b>	93-1 ((1)) 1A part
<b>ACREAGE:</b>	42,600 square feet
<b>PROPOSED FAR:</b>	0.16
<b>OPEN SPACE:</b>	15%
<b>PLAN MAP:</b>	Mixed Use
<b>SE CATEGORY:</b>	Category 5: Vehicle Light Service Establishment
<b>PROPOSAL:</b>	The applicant seeks a special exception to permit a vehicle light service establishment.

### STAFF RECOMMENDATIONS:

Staff recommends approval of SE 2005-LE-001, subject to the proposed development conditions contained in Appendix 1.

Staff recommends that the transitional screening and barrier requirements along the western property line be modified to the existing vegetation and fence.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.



It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

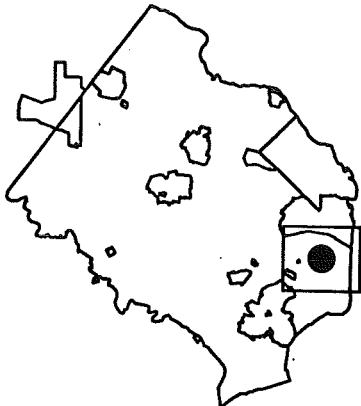


Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).



# Special Exception

SE 2005-LE-001



Applicant: SAUL HOLDINGS LIMITED PARTNERSHIP BY: SAUL CENTERS, INC., GENERAL PARTNER

Filed: 01/03/2005

Proposed: VEHICLE LIGHT SERVICE ESTABLISHMENT

Area: 42,600 SF OF LAND; DISTRICT - LEE

Zoning Dist Sect: 04-0604

Art 9 Group and Use: 5-23

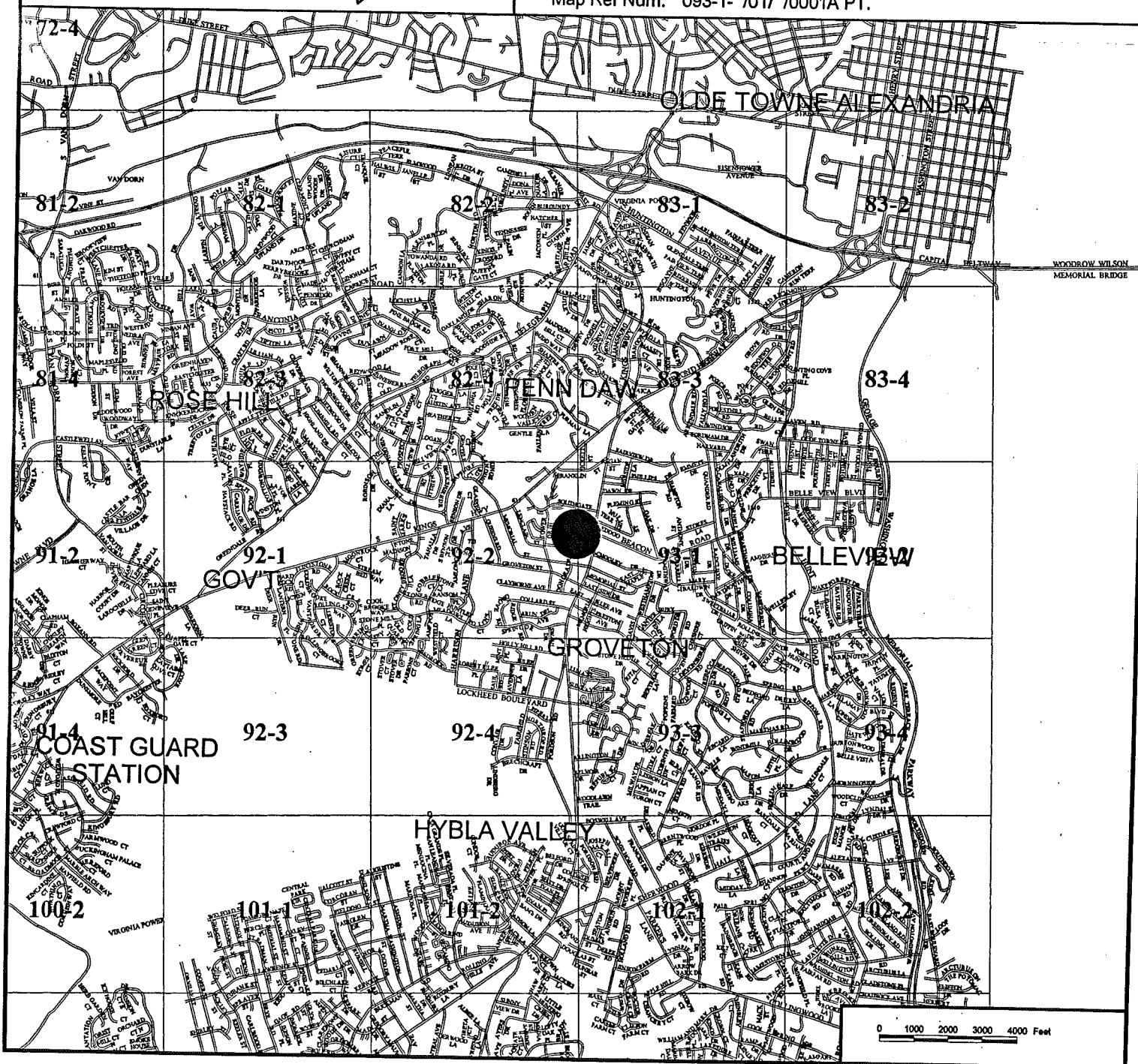
Located: 6700 RICHMOND HIGHWAY IN THE NORTHWEST QUADRANT OF BEACON MALL

Zoning: C-6

Plan Area: 4

Overlay Dist: CRD HC

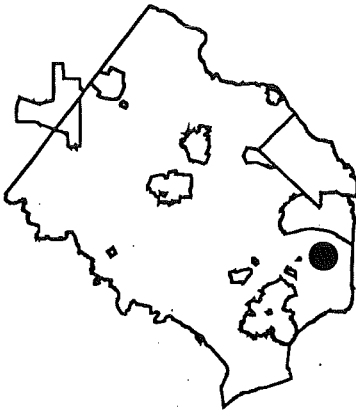
Map Ref Num: 093-1- /01/ /0001A PT.





# Special Exception

SE 2005-LE-001



Applicant: SAUL HOLMES LIMITED PARTNERSHIP BY: SAUL CENTERS, INC., GENERAL PARTNER

Filed: 01/03/2005

Proposed: VEHICLE LIGHT SERVICE ESTABLISHMENT

Area: 42,600 SF OF LAND; DISTRICT - LEE

Zoning Dist Sect: 04-0604

Art 9 Group and Use: 5-23

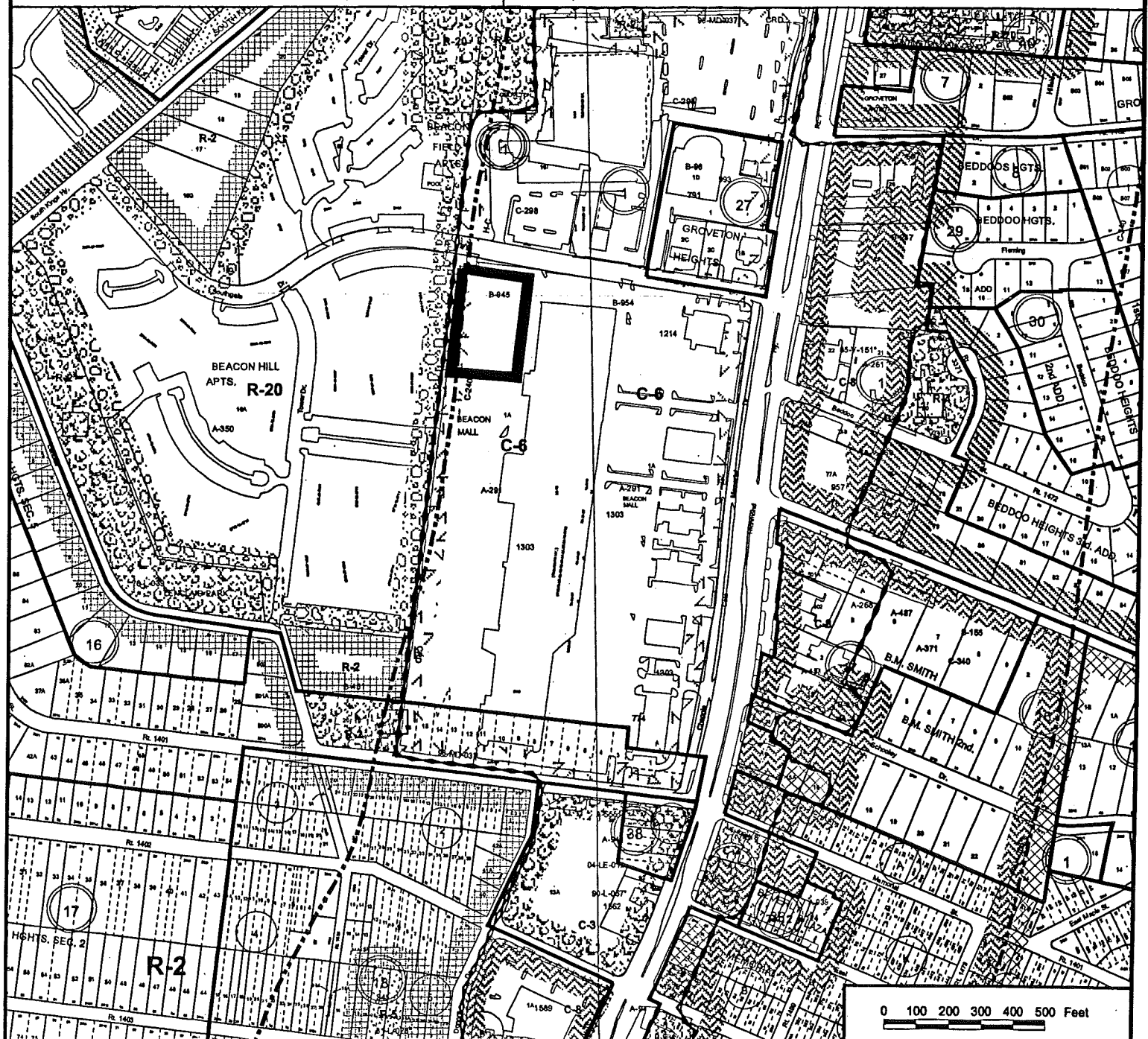
Located: 6700 RICHMOND HIGHWAY IN THE NORTHWEST QUADRANT OF BEACON MALL

Zoning: C-6

Plan Area: 4

Overlay Dist: CRD HC

Map Ref Num: 093-1- /01/ /0001A PT.

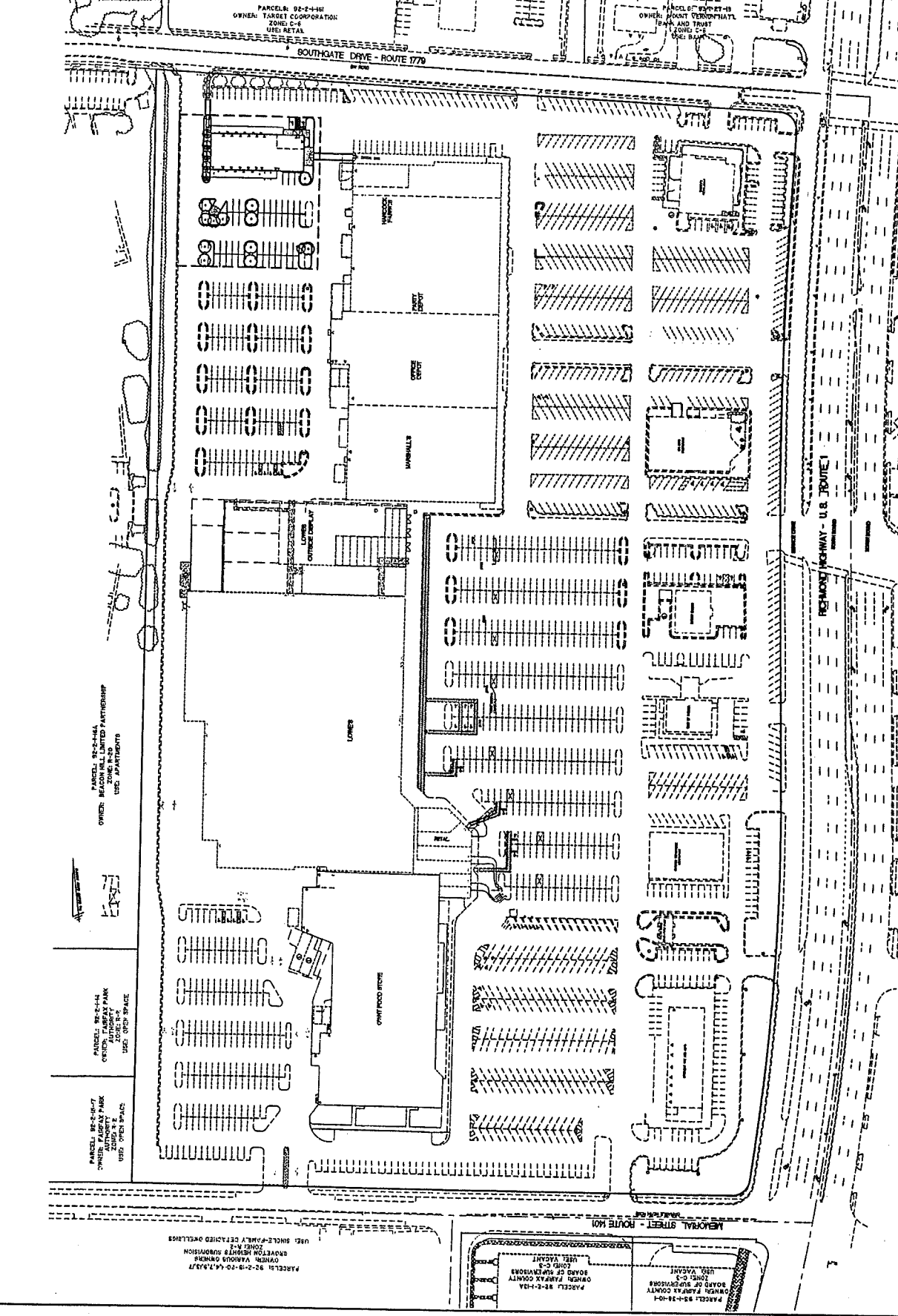








**OVERALL SITE EXHIBIT**



FOR INFORMATION ONLY







CAL ENGINEERS LAND SURVEYORS PLANNERS LANDSCAPE ARCHITECTS


REVISION APPROVED BY \_\_\_\_\_

REVISION APPROVED BY

**ADEQUATE OUTFALL STATEMENT**

BECAUSE THE POST-DEVELOPMENT 10-YEAR RUNOFF IS CONTAINED WITHIN THE EXISTING CLOSED STORM SEWER PIPE OUTFALLS #1 THROUGH #5 AS DESCRIBED ABOVE, IT IS THE OPINION OF THE ENGINEER THAT THE OUTFALL IS ADEQUATE.

LEADING TO STRUCTURE 09 ON RTE. 1 IS A 48" PIPE SLOPED AT 4.5% WITH A 10-YEAR

THE OUTFALL IS ADEQUATE TO CONVEY THE DESIGN FLOW. THE  
48" PIPE WHICH OPERATE UNDER PRESSURE FLOW. A HYDRAULIC GRADE LINE ANALYSIS  
ON THIS SYSTEM AS SHOWN ON SHEET 17 AND PROFILED ON SHEET 18 DEMONSTRATES  
TWO LENGTHS OF 48" PIPE ADEQUATELY SIZED TO CONVEY THE 10-YEAR STORM  
UPSTREAM FROM STRUCTURE 37 AND DOWNING AT STRUCTURE 13 ARE TWO LOTS OF  
CAPACITY OF 305 CFS. THIS PIPE IS ADEQUATE TO CONVEY THE POST-REVELOPMENT 10-  
YEAR RAINFALL OF 158 CFS. UPSTREAM FROM THIS PIPE ENDING AT STRUCTURE 57 ARE

LEADING TO STRUCTURE 90 ON SOUTHGATE DRIVE IS A 21" PIPE SLOPED AT 1.2% WITH A

10-YEAR CAPACITY OF 17.4 CFS. THE PIPE IS ADEQUATELY SIZED TO CONVEY THE POST-DEVELOPMENT 10-YEAR RUNOFF OF 11.4 CFS.

LEADING TO STRUCTURE 28 ON RTE. 1 IS A 21" PIPE SLOPED AT 1.1% WITH A 10-YEAR

CAPACITY OF 18 CFS AND DESIGN RUNOFF OF 23 CFS. THIS PIPE OPERATES UNDER PRESSURE FLOW FOR THE 10-YEAR STORM. A HYDRAULIC GRADE LINE ANALYSIS ON THIS SYSTEM AS SHOWN ON SHEET 17 AND PROFILED ON SHEET 14 DEMONSTRATES THE OUTFALL IS ADEQUATE TO CONVEY THE DESIGN RUNOFF.

LEADING TO STRUCTURE 29A ON RTE. 1 IS AN 18" PIPE SLOPED AT 0.8% WITH A 10-Y

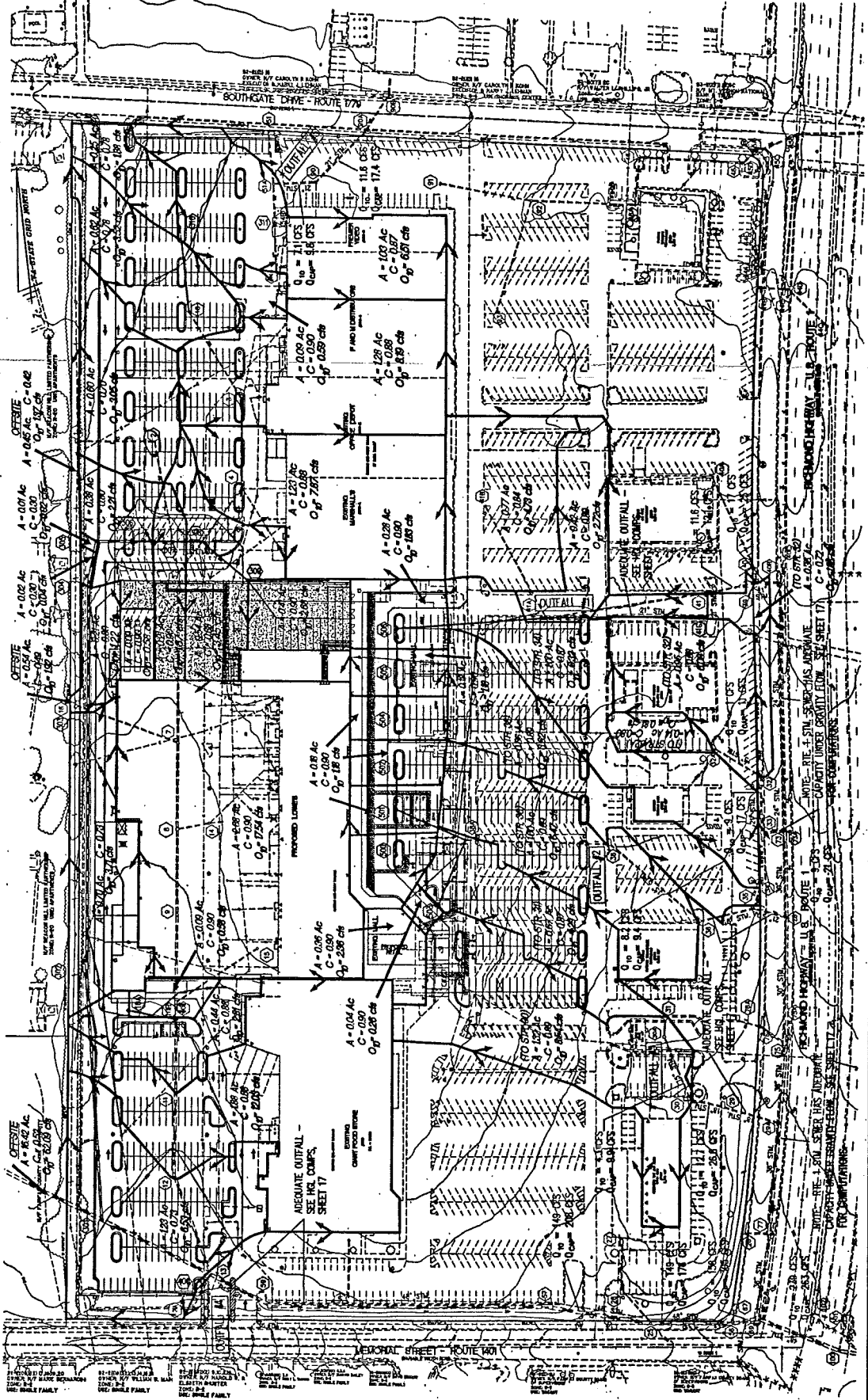
CAPACITY OF 9.5 CFS AND DESIGN RUNOFF OF 14.4 CFS. THIS PIPE OPERATES UNDER PRESSURE FLOW FOR THE 10-YEAR STORM. A HYDRAULIC GRADE LINE ANALYSIS ON THIS SYSTEM AS SHOWN ON SHEET 17 AND PROFILED ON SHEET 18 DEMONSTRATES THE OUTFALL IS ADEQUATE TO CONVEY THE DESIGN RUNOFF.

THIS PROJECT CONSISTS OF THE REDEMPTION OF AN APPROXIMATE 1% ACRP

PORTION OF EXISTING BEACON MALL. DUE TO A REDUCTION IN OVERALL IMPERVIOUS AREA FOLLOWING DEVELOPMENT, THE OVERALL RUNOFF PROCLLOD IS DECREASED. MALL RUNOFF LEAVES THE SITE VIA ONE OF FIVE SEPARATE STORM OUTFALLS.

LEADING TO EXISTING STRUCTURE 408 ON RTE. 1 IS A 21" RIBBON G. CEMENT AT 2.5" WITH

0-YEAR CAPACITY OF 25 CFS. THIS PIPE IS ADEQUATE TO CONVEY THE POST-DEVELOPMENT 10-YEAR RINFLOW OF 17 CFS. IMMEDIATELY UPSTREAM, THE EXISTING 8" PIPE BETWEEN STRUCTURES 41 AND 41A IS TO BE UPGRADED TO A 21" PIPE IN ORDER TO CONTAIN THE 10-YEAR STORM WITHIN THE SYSTEM CONSTRAINTS. (SEE HGL PROFILE SHEET 15 AND HGL COMPUTATIONS ON SHEET 17.)













**A GLOSSARY OF TERMS FREQUENTLY  
USED IN STAFF REPORTS WILL BE  
FOUND AT THE BACK OF THIS REPORT**

**DESCRIPTION OF THE APPLICATION**

**Proposal:**

The applicant is requesting approval of a Category 5 Special Exception (SE) to permit a 6,900 square foot (SF), ten (10) bay vehicle light service establishment within the Beacon Mall shopping center. There is an existing 7,100 SF vehicle light service establishment located in the southeast corner of Beacon Mall (the northwest quadrant of Memorial Street and Richmond Highway). This vehicle light service establishment was constructed in 1975. The SE proposal seeks to relocate this vehicle light service establishment to the northwest corner of the shopping center, south of Southgate Drive.

**Hours:**

The applicant proposes that the vehicle light service establishment be permitted to operate from 6:30 a.m. to 8:00 p.m., seven days a week.

**Employees:**

The applicant proposes a maximum of fifteen (15) employees on site at any one time.

**LOCATION AND CHARACTER**

**Site Description:**

The subject property is located in the northwest corner of the Beacon Mall shopping center, on the south side of Southgate Drive, approximately 1,000 feet west of the intersection of Southgate Drive and Richmond Highway. The subject property is 42,600 square feet and is in the C-6 District, the Highway Corridor Overlay District (HC), and the Commercial Revitalization District (CRD). The site consists of an existing parking lot with landscaping islands.

**Surrounding Area Description:**

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Retail and Vehicle Light Service Establishment	C-6	Mixed Use
South	Retail (Beacon Mall)	C-6	Mixed Use



SURROUNDING AREA DESCRIPTION			
East	Retail (Beacon Mall)	C-6	Mixed Use
West	Multifamily residential (Beacon Hill Apartments)	R-20	Residential, 16-20 du/ac

## BACKGROUND

The Beacon Mall shopping center was constructed in 1975. There have been no previous variance, special permit, special exception or rezoning requests on the subject portion of the shopping center. However, there was a previous special exception (SE 94-L-001) approved for a drive-in bank in the southeast corner of the shopping center. Currently, there is a pending special exception amendment (SEA 94-L-001) which seeks to amend SE 94-L-001 previously approved for a drive-in bank to permit a drive-in bank (with two drive-through windows) and a fast food restaurant (with no drive-through window) in a Highway Corridor Overlay (HC) District. SEA 94-L-001 is scheduled for public hearing before the Planning Commission on May 19, 2005, and before the Board of Supervisors on May 23, 2005.

## COMPREHENSIVE PLAN PROVISIONS (Appendix 4)

<b>Plan Area:</b>	Area IV
<b>Planning District:</b>	Mount Vernon Planning District
<b>Planning Sector:</b>	Beacon/Groveton Community Business Center Planning Sector
<b>Plan Map:</b>	Alternative Uses
<b>Plan Text:</b>	

The Fairfax County Comprehensive Plan, Area IV, Richmond Highway Corridor Area, as amended through December 6, 2004, Beacon/Groveton Community Business Center, Sub-Unit A-2, pages 34-37, states:

*This is the smallest of the community business centers located on Richmond Highway and is centered around Beacon Mall community shopping center. The Beacon Hill area in the Beacon/Groveton Community Business Center is one of the highest points in the metropolitan area with views of and beyond the Washington Monument. Office uses exist in the Metrocall building on the corner of Beddoo Street, Groveton Street and Richmond Highway. Strip-retail uses are also prevalent primarily on the east side of Richmond Highway where commercially-zoned lots are shallow and abut stable residential neighborhoods.*



*A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton Redevelopment site is planned for redevelopment to office space. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods. These shallow lots may also be impacted by future highway improvements.*

*As the largest core area on Richmond Highway with the highest potential intensity, the Beacon/Groveton CBC is intended to become a focal point for the entire Richmond Highway Corridor. To establish an identifiable character, high-rise buildings that are properly oriented to take advantage of the views and coordinated in terms of scale, mass and function, yet which mitigate impacts to adjacent residential neighborhoods are envisioned. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, will further distinguish this area as a well-designed urban center. . . .*

#### **Sub-unit A-2**

*The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.*

*As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met.*

## **ANALYSIS**

### **Special Exception (SE) Plat (Copy at front of staff report)**

<b>Title of SE Plat:</b>	Beacon Mall: Vehicle Light Service Establishment
<b>Prepared By:</b>	Walter L. Phillips, Incorporated
<b>Original and Revision Dates:</b>	December 2, 2004 as revised through March 3, 2005



SE Plat, Beacon Mall: Vehicle Light Service Establishment	
Sheet #	Description of Sheet
1 of 4	Site Layout for Special Exception Area, Notes, Waivers and Modifications, Vicinity Map, Tabulations, Overall Shopping Center Parking Tabulations, Existing Vegetation Map Information
1A of 4	Overall Site Layout
2 of 4	Preliminary Stormwater Management Plan, Outfall Narrative, BMP Narrative, Stormwater Management Summary, BMP Facility Design Calculations
3 of 4	Drainage Divides and Adequate Outfall Plan for the Overall Shopping Center
4 of 4	Storm Sewer Computations

The SE Plat, which consists of five (5) sheets, which includes the following features:

- The applicant proposes an approximately 30-foot high, 6,900 square foot building with a brick façade and a standing seam metal roof. This building would contain ten (10) service bays and an office/cashier area. Five of the bays would be facing north toward Southgate Drive and the other five would be facing south toward Beacon Mall. The resulting FAR on the SE site would be 0.16.
- The building would be located over existing surface parking, approximately 77 feet from Southgate Drive and approximately 81 feet from the shopping center's shared property line with the Beacon Hill apartments.
- Vehicular access to the site would be provided from two of the shopping center's entrance on Southgate Drive, as well as from within the shopping center.
- There is an existing four (4) foot wide sidewalk along Southgate Drive, which is located to the north of the site. The applicant proposes to provide a painted crosswalk to provide for safe passage through the parking from the sidewalk to the proposed vehicle light service establishment. The applicant also proposes a second crosswalk to the east of the site which would provide for safe passage from the shopping center to the proposed vehicle light service establishment.
- A total of approximately 15% open space is proposed, which would consist of landscape islands within the surface parking lot.
- An underground best management practices (BMP) facility is proposed to serve the SE site. It is shown to be located in the southeast corner of the SE site.
- A proposed dumpster pad with a six (6) foot high enclosure is proposed to be located to the immediate south of the proposed building. This dumpster pad would also be screened with deciduous trees.



**Land Use Analysis (Appendix 4)**

The proposal to relocate the vehicle light service establishment from the southeast portion of the Beacon Mall shopping center to the northwest corner of the site does not present any significant land use issues. Staff believes that the proposed relocation will result in an improved public image of the Beacon/Groveton Community Business Center from the Richmond Highway Corridor. The access doors to the vehicle light service station building are oriented away from the residential use. The building would be located approximately 81 feet from the shared property line with the Beacon Hill apartments. There is also an existing buffer of mature evergreen trees and a chain link fence. Staff believes that the setback in combination with landscaping will ensure that any impacts that the proposed vehicle light service establishment might have on the existing residences are adequately mitigated. However, staff believes that the proposed hours of operation during the weekend should also be limited since the proposed vehicle light service establishment would be immediately adjacent to residential use. For that reason, staff recommends a development condition which would limit Saturday hours to 8:00 AM to 8:00 PM on Saturday and 9:00 AM to 5:00 PM on Sunday. With the implementation of this condition, this issue is resolved.

**Transportation Analysis (See Appendix 6)**

There are no transportation related issues associated with this request.

**Environmental Analysis (See Appendix 5)****Issue: Water Quality**

There are no existing water quality or quantity control facilities on the Beacon Mall property. While the proposed development would result in no significant increase in impervious surface areas, staff encouraged the applicant to seek opportunities to provide water quality improvement measures as part of the proposed development, including possible raingardens and underground detention. It should be noted that any final determination regarding the disposition of runoff from the proposed development should be made by staff in the Department of Public Works and Environmental Services (DPWES).

**Resolution:**

The outfall narrative as contained in the SEA Plat notes that *"the proposed development within the limits of [the] special exception will result in an overall decrease in impervious area."* For that reason, the applicant will not provide additional detention with this application. However, the applicant does propose to provide a filterra device (to be located underground) to address Best Management Practices (BMPs) for the site.



**ZONING ORDINANCE PROVISIONS**

<b>Bulk Standards (C-6, CRD)</b>		
<b>Standard</b>	<b>Required</b>	<b>Provided</b>
Lot Size	40,000 square feet	42,600 square feet
Lot Width	200 feet	200 feet
Building Height	50 feet	30 feet
Front Yard	20 feet	25 feet
Side Yard	No requirement	Not applicable
Rear Yard	20 feet	130 feet
FAR	0.40	0.16
Open Space	15%	15%
Parking Spaces (overall shopping center)	1,466 spaces	1,619 spaces

**Transitional Screening and Barrier Requirements**

Technically, there are no transitional screening or barrier requirements for the SE site. However, the SE site is immediately adjacent to the Beacon Hill apartments, located to the west of the site. Transitional Screening 2 (a 35-foot wide landscaped open space strip) and Barrier E, F or G (six-foot high fence) is required between vehicle light service establishments and multifamily dwellings. As noted earlier in this report, the proposed vehicle light service establishment has been designed so that the access doors to the service bays are oriented away from the residential use. In addition, the proposed structure would be located approximately 81 feet from the shared property line (western) with the Beacon Hill apartments. Finally, there is an existing buffer of mature evergreen trees and a chain link fence along the shared property line of Beacon Mall and the Beacon Hill apartments. Staff believes that the setback in combination with landscaping will ensure that any impacts that the proposed vehicle light service establishment might have on the existing residences are adequately mitigated. Therefore, staff recommends that the transitional screening and barrier requirements along the western property line be modified to the existing vegetation and fence.



**OTHER ZONING ORDINANCE REQUIREMENTS (See Appendix 7)****Special Exception Standards**

- General Special Exception Standards (Sect. 9-006)

General Standard 1 requires that the proposed use at the specified location be in harmony with the adopted Comprehensive Plan. The subject property is located in Sub-Unit A-2 of the Beacon/Groveton Community Business Center. The specific Plan text for this site recommends retail and/or office uses with intensities up to 0.50 FAR. The Plan text for the Beacon/Groveton Community Business Center notes that the large retail centers on the west side of Richmond Highway, such as Beacon Mall, provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. The SE application seeks to relocate an existing vehicle light service establishment from a prominent location along Richmond Highway to a less visible area, at the back of Beacon Mall. Staff believes that the relocation of the vehicle light service establishment will contribute to the aesthetic improvement of Richmond Highway.

General Standard 2 requires that the proposed use be in conformance with the general purpose and intent of the applicable zoning district regulations. The C-6 District was established to provide locations for retail commercial and service uses which are oriented to serve several neighborhoods or approximately 20,000 persons. The existing vehicle light service establishment, which is currently located in the southeast corner of Beacon Mall, serves much of the surrounding Richmond Highway Corridor. It is anticipated that it will continue to serve these same customers in its new location.

General Standard 3 requires that the proposed use be harmonious with, and not adversely affect, the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. It further requires that the location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof. While there are no transitional screening or barrier requirements, the site is adjacent to the Beacon Hill apartments, which are located to the west of the site. There is an existing buffer between Beacon Mall and the apartments, which consists of a chainlink fence and a row of large, mature evergreen trees. Staff believes that this existing buffer will adequately mitigate any impact of the proposed vehicle light service establishment on these apartments. However, staff is concerned about the applicant's proposed operation hours on Sunday. Staff believes that the proposed hours for Saturday and Sunday are excessive, given the site's proximity to this residential neighborhood. For that reason, staff recommends a development condition which would limit Saturday hours to 8:00 AM to 8:00 PM and 9:00 AM to 5:00 PM on Sundays. With the implementation of this condition, staff believes that this standard is satisfied.



General Standard 4 requires that the proposed use be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. Access to the vehicle light service establishment will be provided from within the shopping center and two entrances from Southgate Drive. There is an existing four (4) foot wide concrete sidewalk along Southgate Drive. The applicant is proposing two painted crosswalks to allow pedestrian to cross safely through the parking lot from Southgate Drive and the shopping center to the site. In staff's opinion, the application provides adequate pedestrian and vehicular movements and will not create any hazardous traffic conditions.

General Standards 5, 6 and 7 require landscaping, screening, open space, adequate utility, drainage, parking and loading to be regulated in accordance with the Zoning Ordinance; however, the Board may impose more strict requirements for a given use than those set forth in the Ordinance. All bulk standards are met with this application. As noted earlier in this report, the overall parking for the Beacon Mall shopping center is 1,466 spaces. According to the applicant, with the proposed vehicle light service establishment, as well as the proposed drive-in bank and fast food restaurant (as proposed under SEA 94-L-001), the overall provided parking for the shopping center will be 1,619 spaces.

- Standards For All Category 5 Uses (Section 9-503)

Standard 1 states that except as qualified in the following sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located. *As noted above, the subject site complies with all lot size and bulk regulations for the C-6 District.*

Standard 2 states that all uses shall comply with the performance standards specified for the zoning district in which located. *With the implementation of the staff-proposed development condition, this standard will be satisfied.*

Standard 3 states that before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans. *With implementation of the staff-proposed development condition, this standard will be satisfied.*

- Additional Standards for Automobile-Oriented Uses (Section 9-505)

Standard 1A states that an automobile-oriented use shall have on all sides the same architectural features or shall be architecturally compatible with the building group or neighborhood with which it is associated. *The elevations indicate that the proposed building will have the same architectural features on all four sides.*



Standard 1B states that an automobile-oriented use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties. *The proposed site layout will be internal to the Beacon Mall shopping center. As such, the applicant has proposed a layout which will coordinate vehicular circulation within the shopping center, as well as with the adjacent properties. The applicant also proposes two painted crosswalks to ensure that pedestrian can walk safely from the shopping center and from the Southgate Drive sidewalk to the site.*

Standard 1C states that the site shall be designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site. *As noted above, the proposed site layout will be internal to the Beacon Mall shopping center and as such, will provide for coordinated vehicular circulation within the shopping center. Staff believes that this layout will minimize the potential for turning movement conflicts, as well as facilitate safe and efficient on-site circulation. The proposed parking layout continues the existing parking layout within the shopping center, which staff believes will facilitate safe and convenient vehicle and pedestrian access to all uses on the site. Furthermore, the applicant proposes two painted crosswalks to ensure that pedestrian can walk safely from the shopping center and from the Southgate Drive sidewalk to the site.*

Standard 1D states that in reviewing an automobile-oriented use, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors. *Staff believes that the proposed site is of sufficient area and width to accommodate the proposed automobile-oriented use. Staff believes that the existing mature evergreen trees located between Beacon Mall and the Beacon Hill apartments will provide sufficient screening to mitigate any impact that the proposed vehicle light service establishment might have on the existing residences. However, as noted earlier in this staff report, staff believes that the proposed hours of operation should be reduced on Saturdays and Sundays. With the implementation of the staff-proposed development condition, which would limit Saturday hours from 8:00 AM to 8:00 PM and Sunday hours from 9:00 AM to 5:00 PM, this standard is satisfied.*

Standard 3A states automobile-oriented uses in the C-6 Districts shall not have outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart. *Staff proposes a development condition which would prohibit outdoor storage and the display of goods offered for sale. With the implementation of this development condition, this standard is satisfied.*



Standard 3B states that service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours. *Staff recommends a development condition, which would require that no abandoned, wrecked or inoperable vehicle shall be stored outdoors for a period exceeding 72 hours. With the implementation of this development condition, this standard is satisfied.*

- Highway Corridor Use Limitations (Section 7-608)

The Highway Corridor (HC) Overlay District imposes additional requirements on certain uses proposed within the overlay district. These requirements do not apply to the application request for a vehicle light service establishment.

### **Summary of Zoning Ordinance Provisions**

All applicable standards have been satisfied with the proposed development conditions.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff believes that the proposal is in conformance with the Comprehensive Plan and in accordance with the applicable Zoning Ordinance provisions with the proposed development conditions.

### **Recommendation**

Staff recommends approval of SE 2005-L-001, subject to the proposed development conditions contained in Appendix 1.

Staff recommends that the transitional screening and barrier requirements along the western property line be modified to the existing vegetation and fence.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

It should be further noted that the content of this report reflects the analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors.



## **APPENDICES**

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Land Use Analysis
5. Environmental Analysis
6. Transportation Analysis
7. Zoning Ordinance Provisions
8. Glossary of Terms



## PROPOSED DEVELOPMENT CONDITIONS

SE 2005-LE-001

May 4, 2005

If it is the intent of the Board of Supervisors to approve SE 2005-LE-001, located at 6700 Richmond Highway (Tax Map 93-1 ((1)) 1A part), to allow the establishment of a vehicle light service establishment pursuant to Sect(s). 4-604 of the Zoning Ordinance, staff recommends that the Board condition the approval by requiring conformance with the following development conditions.

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s), and/or use(s) indicated on the Special Exception Plat approved with this application, as qualified by these development conditions.
3. A copy of this Special Exception and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
4. This Special Exception is subject to the provisions of Article 17 of the Zoning Ordinance, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any site plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception plat entitled **Special Exception Plat, Beacon Mall: Vehicle Light Service Establishment, and prepared by Walter L. Phillips, Incorporated, which is dated December 2, 2004 and revised through March 3, 2005** and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
5. The maximum number of service bays on site shall be limited to ten as depicted on the SE Plat. Vehicle repairs shall be performed within interior service bays only. No outdoor vehicle lifts shall be permitted.
6. All four sides of the proposed structure on site shall be constructed in substantial conformance with the attached architectural elevations.
7. The hours of operation for the service station shall be limited to between 6:30 AM to 8:00 PM, Monday through Friday, 8:00 AM to 8:00 PM, Saturday and 9:00 AM to 5:00 PM, Sunday.



8. The maximum number of employees assigned to staff the site at any one time shall be limited to fifteen (15).
9. All exterior lighting shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance.
10. All signs shall be in conformance with Article 12 of the Zoning Ordinance. Pole mounted signs shall be prohibited.
11. A landscape plan shall be submitted concurrent with submission of the site plan for review and approval by Urban Forest Management, DPWES. The plan shall provide landscaping in substantial conformance with the location, quality and quantity of landscaping shown on the SE Plat.
12. Unless the stormwater/best management practices facility is waived by DPWES, a best management practices (BMP) filterterra facility shall be provided as depicted on the SE plat.
13. Crosswalks to the proposed building shall be provided as shown on the SE Plat.
14. Any trash dumpsters shall be fully screened with a brick wall or board on board fence and a gate, as shown on the SE Plat.
15. There shall be no outdoor storage and the display of goods offered for sale.
16. There shall be no abandoned, wrecked or inoperable vehicle stored outdoors for a period exceeding 72 hours.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Sect. 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.



# GENERAL NOTES:

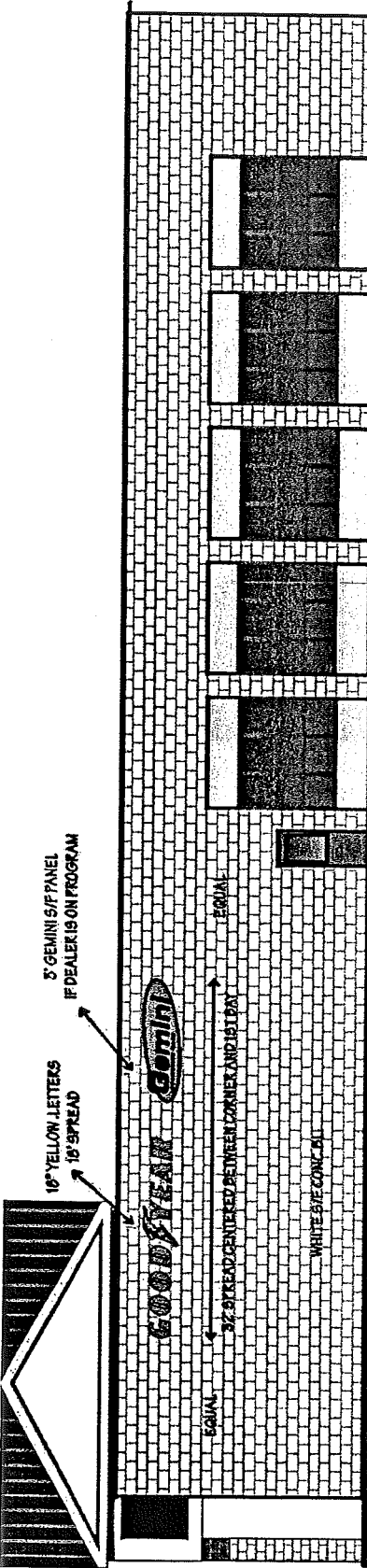
1-PURPOSE OF THIS DRAWING IS TO SHOW TYPICAL IDENTIFICATION POSITIONS ON THE BUILDING AND TYPICAL SIZES OF FREESTANDING SIGNS

2-SOME FACTORS AFFECTING THE AMOUNT, LOCATION, AND COLOR OF IDENTIFICATION:

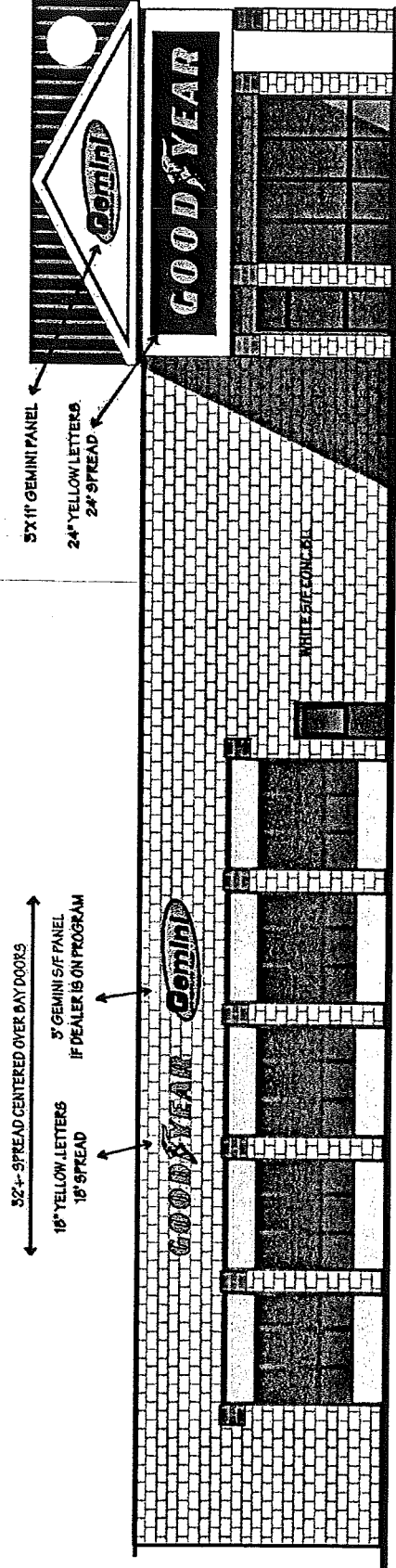
- A-CITY AND LOCAL CODES,
- B-STORE AND DEALER BUDGETS,
- C-WALL VISIBILITY TO THE PUBLIC
- D-ILLUMINATION
- E-COLOR AND MATERIAL OF WALLS

3-IDENTIFICATION FOR OPPOSITE HAND BUILDINGS AND BUILDINGS WITH MORE OR LESS BAYS TO BE SIMILAR

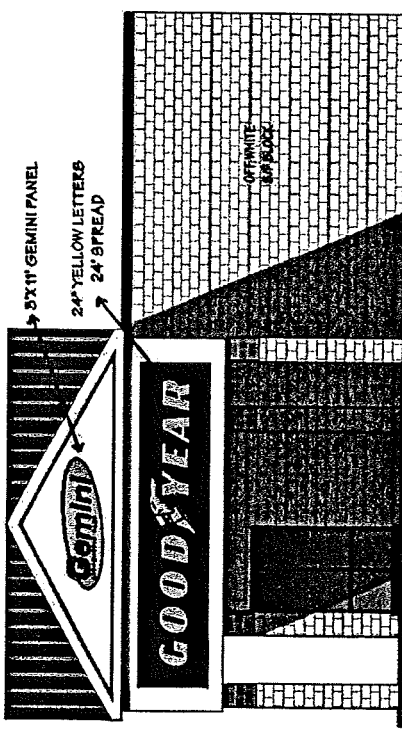
4-AN INDIVIDUAL IDENTIFICATION PLAN WILL BE DESIGNED FOR EACH LOCATION



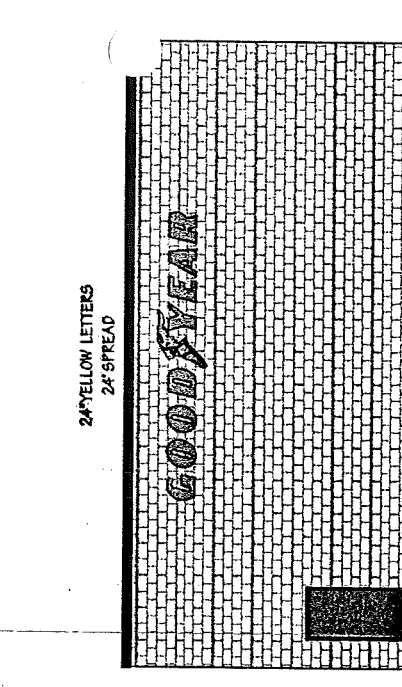
RIGHT SIDE ELEVATION 132' 03/32" = 1'



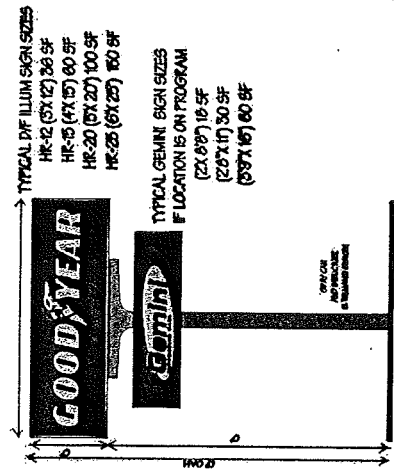
LEFT SIDE ELEVATION 132' 03/32" = 1'



FRONT ELEVATION 52' 03/32" = 1'



REAR ELEVATION 52' 03/32" = 1'



TYPICAL FREESTANDING ILLUMINATED SIGN CONFIGURATION SIZES AND LOCATION TBD

N/S

	<b>IDENTIFICATION</b> 1144 EAST MARKET STREET AKRON, OH. 44316-0001 DEPT. 750 IDENTIFICATION	IDENTIFICATION PROTOCOL FWS <b>TYPICAL</b> FLAT ROOF TOWER DRIVE THRU GOODYEAR GEMINI STORE IDENTIFICATION	00-00 00/00/00 AS NOTED ON 17X 17X 17X 17X
	00-00 00/00/00 AS NOTED ON 17X 17X 17X 17X		



## SPECIAL EXCEPTION AFFIDAVIT

DATE: April 15, 2005  
(enter date affidavit is notarized)I, Hillary Katherine Zahm, do hereby state that I am an  
(enter name of applicant or authorized agent)(check one) ☐ applicant  
☒ applicant's authorized agent listed in Par. 1(a) below

86387a

in Application No.(s): SE 2005 - LE - 001  
(enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

- 1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application, and, if any of the foregoing is a **TRUSTEE\***, each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(**NOTE**: All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in <b>BOLD</b> above)
Saul Holdings Limited Partnership Agents: Brian T. Downie Mark R. Allard	7501 Wisconsin Avenue Suite 1500 Bethesda, MD 20814-6522	Applicant/Title Owner 93-1((1))1A
Walter L. Phillips, Inc. Agents: John L. Gavarkavich, C.L.A. Terrence M. Anderson, P.E. Jennifer L. Hornback	207 Park Avenue Falls Church, VA 22046	Engineers/Agents
Cooley Godward LLP Agents: Antonio J. Calabrese, Esquire Mark C. Looney, Esquire Colleen Gillis Snow, Esquire Jeffrey A. Nein, AICP, Planner Hillary Katherin Zahm, AICP, Planner Lindsay A. Shulenberger, Planner	One Freedom Square Reston Town Center 11951 Freedom Drive Reston, VA 20190	Attorneys/Agents

(check if applicable) ☐ There are more relationships to be listed and Par. 1(a) is continued on a "Special Exception Attachment to Par. 1(a)" form.

\* List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).



## SPECIAL EXCEPTION AFFIDAVIT

DATE: April 15, 2005  
(enter date affidavit is notarized)

86387a

for Application No. (s): SE 2005-LE-001  
(enter County-assigned application number(s))

- 1(b). The following constitutes a listing\*\* of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

**(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)**

## CORPORATION INFORMATION

**NAME & ADDRESS OF CORPORATION:** (enter complete name and number, street, city, state, and zip code) Saul Centers, Inc.  
7501 Wisconsin Avenue  
Suite 1500  
Bethesda, MD 20814-6522

**DESCRIPTION OF CORPORATION:** (check one statement)

- ☐ There are 10 or less shareholders, and all of the shareholders are listed below.  
☒ There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.  
☐ There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

**NAMES OF SHAREHOLDERS:** (enter first name, middle initial and last name)

Publicly traded, with B. F. Saul Real Estate  
Investment Trust owning 10% or more.

(check if applicable) ☒ There is more corporation information and Par. 1(b) is continued on a "Special Exception Affidavit Attachment 1(b)" form.

\*\* All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.* Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.



## Special Exception Attachment to Par. 1(b)

DATE: April 15 2005  
(enter date affidavit is notarized)

86387a

for Application No. (s): SE 2005-LE-001  
(enter County-assigned application number (s))

## NAME &amp; ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

B. F. Saul Real Estate Investment Trust  
7501 Wisconsin Avenue  
Suite 1500  
Bethesda, MD 20814-6522DESCRIPTION OF CORPORATION: (check one statement)

- ☒ There are 10 or less shareholders, and all of the shareholders are listed below.
- ☐ There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- ☐ There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

## NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

None of the following owns 10% or more of Applicant.	B. F. Saul Company	Columbia Securities Company of
	Franklin Development Company, Inc.	Washington D. C.
	Westminster Investing Corporation	The Klinge Corporation
	Derwood Investment Corporation	
	Somerset Investment Company, Inc.	

## NAME &amp; ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Walter L. Phillips, Inc.  
207 Park Avenue  
Falls Church, VA 22046DESCRIPTION OF CORPORATION: (check one statement)

- ☒ There are 10 or less shareholders, and all of the shareholders are listed below.
- ☐ There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- ☐ There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

## NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Jeffrey J. Stuchel  
Brian G. Baillargeon  
Terrance M. Anderson  
Edward L. Johnson

(check if applicable) ☐ There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.



## SPECIAL EXCEPTION AFFIDAVIT

DATE: April 15, 2005  
(enter date affidavit is notarized)

86387a

for Application No. (s): SE 2005-LE-001  
(enter County-assigned application number(s))

1(c). The following constitutes a listing\*\* of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

## PARTNERSHIP INFORMATION

**PARTNERSHIP NAME & ADDRESS:** (enter complete name, and number, street, city, state, and zip code)

Saul Holdings Limited Partnership  
7501 Wisconsin Avenue, Suite 1500  
Bethesda, MD 20814-6522

(check if applicable) ☐ The above-listed partnership has no limited partners.

**NAMES AND TITLE OF THE PARTNERS** (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

Saul Centers, Inc. - General Partner  
B. F. Saul Real Estate Investment Trust -  
Limited Partner

Limited Partners - none of the following  
limited partners own 10% or more of  
Applicant:

Dearborn, L.L.C.  
B. F. Saul Property Company  
Avenel Executive Park Phase II, L. L. C.  
Westminster Investing Corporation  
Van Ness Square Corporation

(check if applicable) ☒ There is more partnership information and Par. 1(c) is continued on a "Special Exception Affidavit Attachment to Par. 1(c)" form.

\*\* All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. *In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed.* Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.



## Special Exception Attachment to Par. 1(c)

DATE: April 15, 2005  
(enter date affidavit is notarized)for Application No. (s): SE 2005-LE-001  
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Cooley Godward LLP  
One Freedom Square  
Reston Town Center  
11951 Freedom Drive, Reston, VA 20190(check if applicable) ☐ The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g., General Partner, Limited Partner, or General and Limited Partner)

Jane K. Adams	Joseph W. Conroy	John M. Geschke	Michael R. Lincoln	Anna B. Pope	Philip C. Tencer
Kenneth J. Adelson	Carolyn L. Craig	Kathleen A. Goodhart	James C. T. Linfield	Marya A. Postner	Gregory C. Tenhoff
Matthias Alder	John W. Crittenden	William E. Grauer	David A. Lipkin	Steve M. Przesmicki	Timothy S. Teter
Gian-Michele a Marca	Janet L. Cullum	Jonathan G. Graves	Samuel M. Livermore	Thomas Z. Reicher	John H. Toole
Brian J. Ankenbrandt	John A. Dado	Kenneth L. Guernsey	John T. McKenna	Eric M. Reifschneider	Aaron J. Velli
Gordon C. Atkinson	Craig E. Dauchy	Patrick P. Gunn	Daniel P. Meehan	Michael G. Rhodes	Robert R. Vieth
Michael A. Attanasio	Scott D. Devereaux	Andrew Hartman	Robert H. Miller	Julie M. Robinson	Lois K. Voelz
Frederick D. Baron	Kirk C. Dizon	Amy Hartman	Ann M. Mooney	Ricardo Rodriguez	Craig A. Waldman
Lee F. Benton	James J. Donato	Judith A. Hasko	Gary H. Moore	Adam J. Ruttenberg	David A. Walsh
Laura A. Berezin	Michelle C. Doolin	Bernard L. Hatcher	Timothy J. Moore	Adam Salassi	Thomas S. Welk
Barbara L. Borden	John C. Dwyer	Matthew B. Hemington	Webb B. Morrow, III	Thomas R. Salley III	Christopher A. Westover
Jodie M. Bourdet	Robert L. Eisenbach, III	Suzanne Sawochka Hooper	Frederick T. Muto	Martin S. Schenker	Francis R. Wheeler
Lance W. Bridges	Brent D. Fassett	Mark M. Hrenya	Stephen C. Neal	Joseph A. Scherer	Brett D. White
Robert J. Brigham	M. Wainwright Fishburn, Jr.	Christopher R. Hutter	James E. Nesland	Paul H. Schwartz	Peter J. Willsey
John P. Brockland	Keith A. Flaum	Craig D. Jacoby	Vincent P. Pangrazio	Mark D. Spoto	Nancy H. Wojtas
James P. Brogan	Grant P. Fondo	Eric C. Jensen	Timothy G. Patterson	Neal J. Stephens	John F. Young
Matthew T. Browne	Daniel W. Frank	Robert L. Jones	Anne H. Peck	Michael D. Stern	Kevin J. Zimmer
Robert T. Cahill	Richard H. Frank	Barclay J. Kamb	D. Bradley Peck	Anthony M. Stiegler	
Antonio J. Calabrese	William S. Freeman	Jeffrey S. Karr	Susan Cooper Philpot	Anita F. Stork	
Linda F. Callison	Steven L. Friedlander	J. Michael Kelly	Frank V. Pietrantonio	Myron G. Sugarman	
Lynda K. Chandler	Thomas J. Friel, Jr.	James C. Kitch	Mark B. Pitchford	Christopher J. Sundermeier	
Paul G. Churchill	Koji F. Fukumura	Michael J. Klisch	Michael L. Platt	Stephen P. Swinton	
Richard E. Climan	James F. Fulton, Jr.	Barbara A. Kosacz	Christian E. Plaza	C. Scott Talbot	
Thomas A. Coll	William S. Galliani	Elizabeth Lewis	Lori R.E. Ploeger	Mark P. Tanoury	

(check if applicable) ☐ There is more partnership information and Par. 1(c) is continued further on a "Special Exception Attachment to Par. 1(c)" form.



## SPECIAL EXCEPTION AFFIDAVIT

DATE: April 15, 2005  
(enter date affidavit is notarized)

86387a

for Application No. (s): SE 2005-LE-001  
(enter County-assigned application number(s))1(d). One of the following boxes must be checked:

☐ In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE** of the land:

☒ Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

**EXCEPT AS FOLLOWS:** (NOTE: If answer is none, enter "NONE" on the line below.)

none

(check if applicable) ☐ There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.



Application No.(s): SE 2005-LE-001  
(county-assigned application number(s), to be entered by County Staff)

Page Five

**SPECIAL EXCEPTION AFFIDAVIT**

DATE: April 15, 2005  
(enter date affidavit is notarized)

8e387a

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

**EXCEPT AS FOLLOWS:** (NOTE: If answer is none, enter "NONE" on line below.)

none

**NOTE:** Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) ☐ There are more disclosures to be listed and Par. 3 is continued on a "Special Exception Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

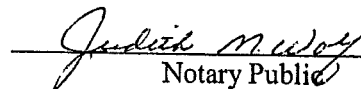
WITNESS the following signature:



(check one) ☐ Applicant ☒ Applicant's Authorized Agent

Hillary Katherine Zahm  
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 15th day of April, 2005, in the State/Comm. of Virginia, County/City of Fairfax.

  
Notary Public

My commission expires: 3/31/07



**Written Statement**  
**Special Exception Amendment to Permit a Vehicle Light Service Establishment**  
**Saul Holdings Limited Partnership-Beacon Mall**  
November 4, 2004

RECEIVED  
Department of Planning & Zoning  
NOV 04 2004  
Zoning Evaluation Division

## **I. Introduction**

Saul Holdings Limited Partnership (the "Applicant") requests approval of a Special Exception to permit development of a vehicle light service establishment in accordance with Section 4-604 of the Zoning Ordinance. The subject property is located in the Beacon Mall shopping center, which is situated on the west side of Richmond Highway north of Memorial Street and south of Southgate Drive and is identified on the Fairfax County Tax Map as 93-1 ((1)) 1A (the "Shopping Center"). The area subject to this Special Exception request is comprised of 42,600 square feet and is located in the northwestern corner of the 32-acre shopping center, as indicated on the submitted Special Exception Plat (the "Property").

Concurrent with this Special Exception application, the Applicant is processing another Special Exception to permit construction of a drive-in bank and fast food restaurant in the southeastern corner of the Shopping Center.

The Property is zoned Community Retail Commercial District ("C-6") and is located in the Richmond Highway Commercial Revitalization District and a Highway Corridor Overlay District ("HCOD"). Vehicle light service establishments are permitted with approval of a Category 5 Special Exception.

## **II. Proposed Use**

The Applicant proposes to construct an approximately 7,000 square foot vehicle light service establishment in the northwest corner of the Shopping Center (the "Vehicle Service Establishment"). Vehicle light service establishments are permitted uses in the C-6 District with a Category 5 Special Exception.

The Shopping Center is currently developed with an in-line grocery store, hardware store and other retail establishments. In addition, a number of freestanding uses are located along the Richmond Highway frontage, including restaurants, a bank, a drive-through ATM (without a lobby area) and a vehicle light service establishment. Most of these uses are proposed to remain with this application, except for the existing vehicle light service establishment, which is proposed to relocate from its existing location in the southeastern corner of the site to the proposed location in the northwestern corner of the Shopping Center. The Applicant also proposes to replace the existing drive-through ATM and the existing vehicle light service establishment with a full-service drive-through bank and a fast food restaurant under a separate special exception application.

The existing vehicle light service establishment has been located in the Shopping Center for a number of years and serves many residents and employees in the Richmond Highway corridor.



The use is an important vehicle service use in the Shopping Center; however, it's current location on Richmond Highway is unnecessarily prominent in the front of the site. By relocating the use to the rear of the property, the establishment can continue to serve the greater community while being located in a less prominent area of the Center; this will free up space in the front of the Shopping Center for more pedestrian-oriented uses. Maintaining the use within the Shopping Center permits the use to continue to provide employment opportunities to the current employees and allows the use to conveniently serve the customer needs in the area. By providing a vehicle service use in the Shopping Center, customers are able to conduct numerous transactions at a variety of establishments while visiting the Beacon Mall Shopping Center. For example, a customer can drop off a vehicle to be serviced, run errands in the shopping center and have lunch or dinner before returning to retrieve his or her vehicle. This ability to multitask allows for fewer vehicle trips on the road and serves as a convenience to customers.

~~Adequate vehicular and pedestrian access to the use is provided from Southgate Drive and Richmond Highway. Sufficient parking spaces for the proposed use are provided as shown on the Special Exception Plat. Five loading spaces are required for the Shopping Center. None of these loading spaces are provided on the Property within the area of the Special Exception; however, the required loading spaces are provided on the Shopping Center site.~~

### **III. Conformance with Comprehensive Plan**

The Property is located in Sub-Unit A-2 of the Richmond Highway Corridor Area of the Mount Vernon Planning District. The Comprehensive Plan indicates that the Shopping Center is planned for retail and/or office uses up to .5 FAR. An option is provided to encourage a mixed-use development consisting of office, high rise residential, support retail and/or hotel uses between .5 and 1.0 FAR.

The Applicant proposes to continue to utilize the base Plan language permitting retail uses up to .5 FAR. The FAR proposed on the Property is .16, and the overall FAR of the Shopping Center will be .3, with the proposed vehicle light service use and the drive-through bank and fast food restaurant proposed under a separate application. These floor area ratios are well below the .5 FAR the Comprehensive Plan permits or the .4 FAR limit in the C-6 Zoning District.

The Richmond Highway Plan guidance notes that provision of more open space or landscaping than required is considered highly desirable. 5% interior parking lot landscaping is required on the Property; however, the Applicant is providing 10% interior parking lot landscaping—far in excess of the Zoning Ordinance requirement. The application, therefore, provides a desirable amount of landscaping with the proposed Special Exception application.

### **IV. Overlay Districts**

#### Richmond Highway Commercial Revitalization District

The Richmond Highway Commercial Revitalization District (the "Revitalization District") was created to encourage economic development, provide employment and increase the tax base in the Route 1 corridor. The proposed Vehicle Service Establishment satisfies the goals of the



Revitalization District by providing employment opportunities and needed services to residents and employees in the area. Modifications to the Zoning District regulations (as permitted in the Revitalization District) are not sought with this application, and the Special Exception application complies with the underlying C-6 Zoning as well as the provisions of the Revitalization District.

#### Highway Corridor Overlay District

The Property is located in the Richmond Highway Corridor Overlay District. The Highway Corridor Overlay District was created to reduce traffic congestion and safety concerns in specified areas of the County. The Overlay District does not regulate vehicle light service establishments.

#### **Waivers/Modifications**

##### **V. Conformance with Zoning Ordinance Regulations**

- A. Type of Operation: Vehicle light service establishment.
- B. Hours of Operation: The Applicant seeks hours of operation Monday through Sunday from 6:30 AM to 8:00 PM.
- C. Estimated number of patrons/clients/patients/pupils/etc.: The vehicle light service establishment is anticipated to attract approximately 35 customers per day.
- D. Proposed number of employees/attendants/teachers/etc.: The vehicle light service establishment will employ approximately 12-15 employees on-site at one time.
- E. Estimate of traffic impact of the proposed use, including the maximum expected trip generation and the distribution of such trips by mode and time of day: Based on the 7<sup>th</sup> Edition ITE Trip Generation Manual, the vehicle light service use is anticipated to generate 240 trips per day, including 21 in the morning peak hour and 24 trips in the afternoon peak hour.
- F. Vicinity or general area to be served by the use: The vehicle light service establishment will continue to draw patrons from the Richmond Highway corridor and surrounding areas, as the current operation in the Shopping Center does.
- G. Description of building façade and architecture of proposed new building or additions: The proposed vehicle service establishment will be composed of split face concrete block with service bays and an architectural feature over the customer entrance.
- H. A listing, if known, of all hazardous or toxic substances as set forth in applicable County, State and Federal Regulations: To the best of the Applicant's knowledge, there are no such materials located or stored on the property.



- I. A statement that the proposed use conforms to the provisions of all applicable ordinances, regulations, standards or conditions: To the best of the Applicant's knowledge, the proposed development will comply with all applicable standards, ordinances and regulations.

**VI. Conformance with General Standards (Section 9-006)**

1. The proposed use at the specified location shall be in harmony with the adopted Comprehensive Plan.

The proposed vehicle light service establishment conforms to the guidelines of the Comprehensive Plan. The uses will complement the existing development in the area.

2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.

The C-6 Zoning District is appropriate for retail and commercial service uses and permits vehicle light service establishments with approval of a Special Exception.

3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan.

The proposed vehicle light service establishment will not adversely affect the future development of neighboring properties or the future development within the Shopping Center. The properties adjacent to and abutting the Property are already developed and can expand or redevelop in conformance with the Zoning Ordinance and Comprehensive Plan. Since the proposed development is located at the periphery of the Shopping Center, the Applicant maintains the ability to redevelop or alter the center in the future in accordance with the Comprehensive Plan and Zoning Ordinance.

4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.

Pedestrian access to the site will continue to be provided via the sidewalks located along the peripheral streets. The site layout provides for safe and efficient pedestrian and vehicular circulation.

5. In addition to the standards which may be set forth in this Article for a particular use, the Board shall require landscaping and screening in accordance with the provisions of Article 13, Landscaping and Screening, in the Zoning Ordinance.

Landscaping in accordance with Article 13 of the Zoning Ordinance is provided onsite.



6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.

The current C-6 District regulations require 15% open space; the proposed layout provides approximately 15% open space within the area of the Special Exception.

7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.

As indicated on the Special Exception Plat, adequate utilities, stormwater management, parking and loading are existing in the Shopping Center and will be provided to the Property.

8. Signs shall be regulated by the provisions of Article 12, Signs, in the Zoning Ordinance; however, the BZA may impose more strict requirements for a given use than those set forth in this Ordinance.

Signage will be provided in conformance with Article 12 of the Zoning Ordinance.

#### **VII. Conformance with Category 5 Uses (Section 9-503)**

1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.

The C-6 District bulk regulations and lot size requirements will be satisfied as indicated on the Special Exception Plat.

2. All uses shall comply with the performance standards specified for the zoning district in which located.

The proposed vehicle light service establishment will meet the performance standards of the C-6 Zoning District.

3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.

The Applicant will pursue a Site Plan per the regulations of Article 17 of the Zoning Ordinance.



Hillary Katherine Zahm, AICP

November 4, 2004



# Cooley Godward LLP

ATTORNEYS AT LAW

One Freedom Square  
Reston Town Center  
11951 Freedom Drive  
Reston, VA  
20190-5656  
Main 703 456-8000  
Fax 703 456-8100

www.cooley.com

HILLARY K. ZAHM  
(703) 456-8095  
hzahm@cooley.com

Broomfield, CO  
720 566-4000  
Palo Alto, CA  
650 843-5000  
San Diego, CA  
858 550-6000  
San Francisco, CA  
415 693-2800

RECEIVED  
Department of Planning & Zoning  
MAR 03 2005  
Zoning Evaluation Division

March 3, 2005

Ms. Cathy Lewis  
Zoning Evaluation Division  
Department of Planning & Zoning  
12055 Government Center Parkway  
Fairfax, Virginia 22035

**Re: Beacon Mall Special Exception Application (SE 2005-LE-001)**

Dear Cathy:

I hope this letter finds you well. Under separate cover, you will be receiving 10 full-size sets and one 8.5 x 11 copy of the revised plans for the above referenced B.F. Saul special exception application at Beacon Mall. Per our discussion on February 16<sup>th</sup>, the plans have been updated to incorporate the changes we discussed. Below, please find a list of the changes to the plans.

- SE 2005-LE-001 has been added to the title block.
- The customer entrance is now labeled, so it is clear where the front of the building will be located.
- The existing trees located on Southgate Drive are now indicated on the plans.
- The bay doors for the building are indicated on the plans.
- The parking that is proposed to be removed is now screened, and the proposed parking is more clearly marked with a darker line type. This should clarify any confusion about which parking will remain or be removed.
- We have added pedestrian walkways/painted crosswalks to the plan to provide safe pedestrian access throughout the site.
- A filterra device is proposed to be provided on the site to address BMP's.

B.F. Saul will work to repair the fence along the property line near Goodyear-thank you for bringing the need for repairs to our attention.

You had previously indicated that the outside storage taking place at Lowe's should be addressed on a site plan to bring the site into compliance with the Fairfax County Zoning Ordinance. B. F. Saul is working to submit and process a minor site plan to rectify this situation and bring the existing situation at Lowe's into compliance.



# Cooley Goddard LLP

March 3, 2005

Page Two

You requested elevations of the proposed buildings when we met. Enclosed is an 8.5 x 11 reduction of the elevation of the proposed building. Please let me know if this will provide you with sufficient information.

Please feel free to contact me if you have any questions or if I can provide you with additional information. We hope to provide you with revised plans for SEA 94-L-001 in the next few days. Thank you for your continued assistance with this application. We look forward to continuing to work with you.

Sincerely,



Hillary Katherine Zahm, AICP  
Senior Urban Planner

cc: Supervisor Dana Kauffman, Lee District Supervisor  
Rodney Lusk, Lee District Planning Commissioner  
Mark Allard, BF Saul Companies  
Jeni Hornback, Walter Phillips, Inc.  
Mark C. Looney, Esquire

234842 v1/RE  
517#01!.DOC



## MEMORANDUM

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

**FROM:** Pamela G. Nee, Chief *PNN*  
Environment and Development Review Branch, DPZ

**SUBJECT:** Comprehensive Plan Land Use Analysis: SEA 84-L-001  
SE 2005-LE-001  
Saul Holdings/Beacon Mall

**DATE:** March 28, 2005

This memorandum, prepared by Denise M. James, AICP, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced Special Exception and Special Exception Amendment (SEA) applications and plats dated December 2, 2004. The extent to which the proposed uses, intensities and development plans are consistent with the guidance contained in the Comprehensive Plan is noted.

**DESCRIPTION OF THE APPLICATION**

The applicant requests approval of two applications which would permit 1) the re-location of an existing vehicle light service facility from the southeastern corner of the shopping center fronting on Route 1 to the northwestern corner at the rear of the center and 2) develop a drive through bank and a fast food restaurant in the space vacated by the relocated vehicle light service station. No drive-through lanes are associated with the proposed fast food restaurant.

**LOCATION AND CHARACTER OF THE AREA**

Both applications are located within the Beacon Mall shopping center located on the west side of Route 1. The site is bounded by Memorial Street to the south, Southgate Drive to the north, and the Beacon Mall apartments to the west. Redevelopment to higher intensity residential uses has been approved to the east across Route 1.

**COMPREHENSIVE PLAN CITATIONS**

The Fairfax County Comprehensive Plan, Area IV, Richmond Highway Corridor Area, as amended through December 6, 2004, Beacon/Groveton Community Business Center, Sub-Unit A-2, pages 34-37 state:

"This is the smallest of the community business centers located on Richmond Highway and is centered around Beacon Mall community shopping center. The Beacon Hill area in the Beacon/Groveton Community Business Center is one of the highest points in the metropolitan area with views of and beyond the Washington Monument. Office uses exist in the Metrocall



building on the corner of Beddoo Street, Groveton Street and Richmond Highway. Strip-retail uses are also prevalent primarily on the east side of Richmond Highway where commercially-zoned lots are shallow and abut stable residential neighborhoods.

A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton Redevelopment site is planned for redevelopment to office space. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods. These shallow lots may also be impacted by future highway improvements.

As the largest core area on Richmond Highway with the highest potential intensity, the Beacon/Groveton CBC is intended to become a focal point for the entire Richmond Highway Corridor. To establish an identifiable character, high-rise buildings that are properly oriented to take advantage of the views and coordinated in terms of scale, mass and function, yet which mitigate impacts to adjacent residential neighborhoods are envisioned. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, will further distinguish this area as a well-designed urban center. . . .

#### **Sub-unit A-2**

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met."



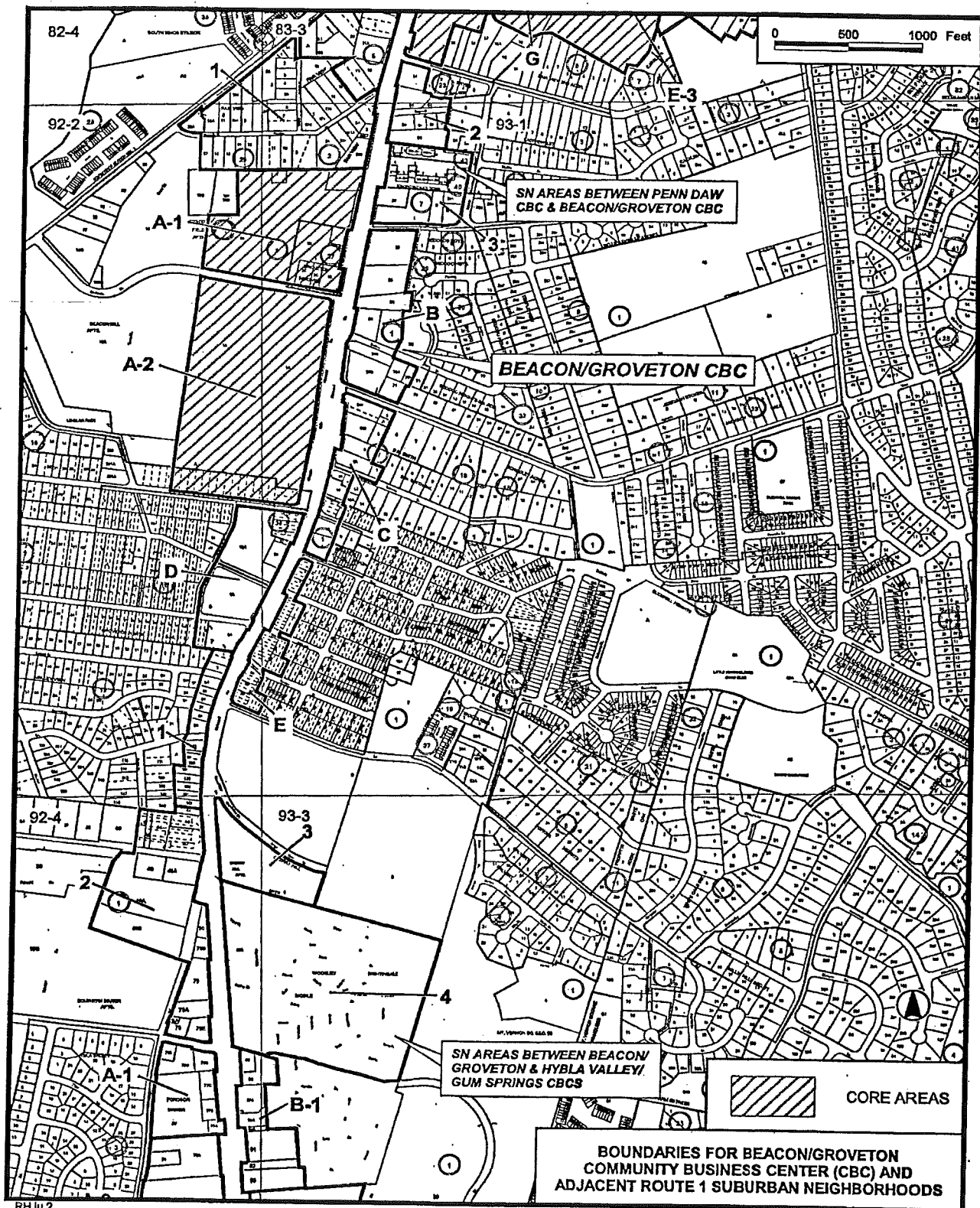


Figure 8



## COMPREHENSIVE PLAN MAP: Alternative Uses

### ANALYSIS

The proposal to relocate the vehicle light service station does not present any significant land use issues and could result in an improved public image of this Community Business Center from the Route 1 Corridor. The access doors to the vehicle light service station building are oriented away from the residential use and a building set back of approximately 45 feet from the western lot line in combination with landscaping provides a buffer to the existing apartments to the west. The use of quality building materials, subdued colors and limited hours of operation for weekend and evening use would be appropriate since the proposed vehicle light service use is immediately adjacent to residential use.

The proposal for a drive through bank and fast food restaurant, as currently proposed, raises several land use concerns with respect to the Comprehensive Plan recommendations and goals to revitalize and improve the Community Business Center in this section of the Route 1 Corridor.

**Issue: Auto Oriented Uses.** The Plan goals for the area strongly discourage freestanding uses with drive-through facilities and uses that create high traffic volumes to and from and along the corridor and that contribute to the strip-commercial character of Richmond Highway. Furthermore, the Plan strongly discourages fast food uses since typically, these are not consistent with quality revitalization.

The concern for the proposed uses is mitigated somewhat by the fact that no drive-through lanes are proposed in connection with the fast food use; an existing ATM kiosk will be removed as part of the applicant's proposal which is a current detraction to the shopping center; and, the proposed bank features only two drive-through lanes, one of which will be for ATM use only. It should be further noted that these uses would replace the existing vehicle light service, which has a much greater visual impact as an auto-oriented use along this highly visible portion of the shopping center.

Staff would consider the proposal an overall improvement and a contribution to the revitalization goals of the area if other improvements recommended for the corridor can be implemented such as streetscaping, under-grounding of utilities, improved pedestrian access and connectivity. As currently submitted, the public image and access improvements are not addressed with the proposed application for the bank and fast food development and this concern remains outstanding.

PGN:DMJ



## OTHER COMPREHENSIVE PLAN CITATIONS

The Fairfax County Comprehensive Plan, Area IV, Richmond Highway Corridor Area, as amended through December 6, 2004, beginning on page 21:

### "PLANNING OBJECTIVES FOR THE RICHMOND HIGHWAY CORRIDOR

The following objectives are intended to guide general land use decisions for the portion of the Richmond Highway Corridor within the Mount Vernon Planning District:

#### Land Use

- Plan for quality development, which may include office, retail, residential, mixed-use and institutional uses in five Community Business Centers along Richmond Highway: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs and Woodlawn. Core areas within these Community Business Centers that are appropriate for higher intensity have been identified.
- Encourage development which fosters home ownership to improve the variety of available housing.
- Plan for primarily residential (except for garden-style apartments), institutional and open space uses in areas outside and between the Community Business Centers.
- Strongly discourage fast food, car washes and pawn shops as they are not consistent with quality revitalization.
- Mini-warehouses are not appropriate uses in the Richmond Highway Corridor.
- Encourage substantial consolidation of contiguous parcels starting at the Richmond Highway frontage back to the existing stable residential neighborhoods to provide for projects that function in a well-designed, efficient manner and for the redevelopment of unconsolidated parcels in conformance with the Area Plan.
- In cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.
- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Within designated Community Business Centers, mid-rise buildings are generally appropriate as long as there is no other site-specific Plan language regarding height limits. In the core areas of the Community Business Centers, high-rise buildings may be appropriate in order to create an urban environment. Building heights should taper down to adjacent residential neighborhoods and special care should be given to screening and buffering these neighborhoods.
- Strongly discourage freestanding uses with drive-through facilities and uses that create high traffic volumes to and from and along the corridor and that contribute to the strip-commercial character of Richmond Highway.



- Encourage clustered auto-oriented uses within well-designed and integrated complexes with efficient internal circulation patterns to minimize and consolidate access points and to provide efficient internal circulation patterns.
- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.
- Encourage aesthetic and design excellence in all public and private improvements and developments. Detailed guidance regarding aesthetic and design excellence is found in the urban design recommendations located at the end of this Plan. In addition, the provision of landscaping/open space which exceeds by more than 5% of that required in the Zoning Ordinance shall be considered highly desirable.
- Encourage revitalization and redevelopment of the Richmond Highway Corridor to create more attractive, commercially-viable, and functionally-efficient business centers and community focal points.
- Provide incentives such as tax abatement to attract reinvestment in the Richmond Highway Corridor which will seek help to correct deteriorating property conditions.
- Provide expanded employment opportunities and improve the economic condition of residents in the Richmond Highway Corridor.

### Transportation

The following objectives are intended to guide general transportation decisions in the Richmond Highway Corridor.

- Provide improved traffic circulation and traffic safety during both peak and non-peak hours;
- Maximize the efficiency of existing highway facilities to move people and goods;
- Promote the increased use of ridesharing and public transportation to reduce reliance on automobiles; and
- Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

Service drive construction should not generally be required where interparcel access can be provided between adjacent development areas. Existing service drives should be replaced wherever possible. Highway right-of-way dedication or the "reservation" of right-of-way will be required where necessary.

The Virginia Department of Transportation completed an extensive study of the Richmond Highway Corridor from the Beltway through Prince William County in 1997. The study incorporated current land use recommendations and revitalization goals. The Board endorsed the



general recommendations of the VDOT study in September, 1997. After further studies regarding road location and the cost effectiveness of including HOV, implementation of this plan should be highly desirable and will be a major public investment that could facilitate significant reinvestment in the area.

### Urban Design

Five urban design objectives are identified for the Richmond Highway Corridor to implement the overall goal of improving the visual image and efficiency of the Richmond Highway Corridor. These objectives are supplemented by urban design recommendations that are found at the end of the Richmond Highway Corridor Plan text and provide specific recommendations.

The following objectives are the policy framework for the urban design recommendations. Together, the objectives and recommendations support the creation of a unifying and consistent identity for Richmond Highway. In order to achieve these objectives, adherence to the urban design recommendations is strongly encouraged in all public infrastructure and private development activity that occurs along Richmond Highway.

The urban design objectives are intended to:

- **Establish Visual Continuity** - Provide a uniform right-of-way and a consistent or compatible highway edge treatment to create a unified, attractive visual appearance along the corridor. Place utilities underground in conjunction with all public and private development projects being carried out in the Richmond Highway Area. Place emphasis on signage, including block numbers and cross streets, landscaping, intersection and service drive definition.
- **Provide User Orientation** - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the corridor.
- **Establish a Clear Corridor Image** - Develop two well-defined vehicular entry point "gateways" to the corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the corridor.
- **Improve Access and Functional Amenities** - Provide visual improvements to pedestrian and vehicular traffic systems to enhance intersections and safety, reduce curb cuts, and provide better signage including block numbering and cross streets and access to commercial facilities and adjacent, non-commercial uses.
- **Reduce Impact on Adjacent Residential Communities** - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

### Revitalization Consideration

Richmond Highway was originally designated as a Commercial Revitalization Area in 1986 by the Fairfax County Board of Supervisors. This land use plan has been designed to facilitate revitalization. Quality development and redevelopment projects, particularly those with parcel consolidation are encouraged. In addition, special tools (i.e., tax abatement, low cost loans) should be utilized to encourage economic development in designated Revitalization Areas.



On October 12, 1998, the Board of Supervisors adopted a commercial revitalization district zoning ordinance which applies to certain properties located within the Richmond Highway Corridor in furtherance of the County's commitment to revitalization. The ordinance creates a unique set of regulations which provide flexibility in the development or redevelopment of these properties. In addition, it is the policy of the Board of Supervisors to extend other initiatives to this area to generate investment activity. These include services such as facilitated review of development proposals and amendments to the Comprehensive Plan.

Additionally, several other efforts have been initiated in an effort to upgrade Richmond Highway. For example, the County has allocated funds for commercial revitalization projects such as utility improvements, sidewalks, lighting and public open space. Projects to beautify, improve the image and identity; improve pedestrian and vehicular circulation; and implement infrastructure improvements are also underway. In conjunction with these endeavors, urban design recommendations are provided in a following section.

The Richmond Highway Corridor between Fort Belvoir and the Capital Beltway is a designated highway corridor zoning overlay district. The highway corridor overlay district imposes additional regulations on certain automobile-oriented, fast-service or quick turn-over uses along the highway in an effort to prevent or reduce traffic congestion and associated dangers. The overlay district has increased the County's control over the further construction of drive-in banks, fast-food restaurants, quick-service food stores and service stations within a thousand feet of either side of the centerline of Richmond Highway.

The Southeast Fairfax Development Corporation (SFDC) is supported by the Fairfax County Board of Supervisors to promote, facilitate and monitor development, redevelopment and revitalization along Richmond Highway, and as such, is an active participant in the public and private revitalization efforts. SFDC provides assistance with marketing of the corridor as well as a variety of on-site and referral services.

## RECOMMENDATIONS

### Land Use

The Community Business Centers (CBC) located along the Richmond Highway Corridor have unique features which distinguish and identify their individual character within the surrounding community. Accordingly, the specific land uses within the boundaries of these centers seek to reflect the needs and character of each CBC.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed and efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Where the Comprehensive Plan envisions a substantial change in land use that is expected to come about in conjunction with redevelopment, but existing uses do not strictly conform with the long-term recommendations of the Comprehensive Plan, the guidelines for Interim Improvements of Commercial Establishments found in the Land Use Section of the Policy Plan should be considered.

Throughout the Richmond Highway Corridor Area, mixed-use development is encouraged. Where the Plan recommends mixed-use development at an overall intensity (FAR), it is intended that the FAR be calculated over the entire development site to include all residential and non-residential gross floor area. In some places, the Plan includes land use recommendations for mixed-use development that provide for both intensity in terms of FAR for the commercial portion and densities in terms of dwelling units per acre for the residential portion of the mixed-use development. In these



cases, it is intended that the non-residential intensity and residential density be calculated separately based on the respective percentages of the total land area recommended for each use.

Protecting adjacent neighborhoods from visual and other impacts of nearby commercial development is a primary objective along Richmond Highway. Development plans for redevelopment or revitalization projects should provide for compatible heights and mitigate impacts on adjacent neighborhoods. The determination of compatible building heights along the Richmond Highway Corridor is guided by provisions in the Policy Plan, (specifically Land Use Objectives 8 and 14), the Concept for Future Development, the Richmond Highway Corridor Land Use and Urban Design Objectives and site-specific conditions, such as building style, tapering of building heights, building orientation, and screening and buffering requirements."

The Fairfax County Comprehensive Plan, Area IV, Richmond Highway Corridor Area, as amended through December 6, 2004, beginning on page 65:

"Urban Design Recommendations

The Richmond Highway urban design recommendations are intended to help foster new development and redevelopment that function well together and contribute to a positive image of the area as a desirable place to live, work, shop or visit. These recommendations build on guidance found in the 1989 Richmond Highway Urban Design Study and the Virginia Department of Transportation Richmond Highway Study completed in 1998.

Historically, development in the Richmond Highway Corridor has occurred in an uncoordinated, strip-commercial manner with little attention to efficient functioning and aesthetic form. These deficiencies should be corrected in any new development or redevelopment through integration of the urban design elements prescribed in the following recommendations.

These recommendations specifically address streetscape, landscape, parking lot, building and site design and signage elements. Combined, these elements comprise the physical form. The guidance provided for each element seeks to create an improved visual image for the Richmond Highway Corridor. These recommendations will be used as performance criteria in the review of development applications and site plans for properties in the Richmond Highway Corridor. In addition, these recommendations support public and private revitalization in the Richmond Highway Corridor.

Given the existing uncoordinated development patterns along Richmond Highway, implementation of the following urban design recommendations will require creative application of the design elements described. Modifications in the application of the streetscape guidance outlined in this Plan will likely be necessary to respond to site conditions or roadway design considerations. Until such time as road improvements are designed and/or constructed along Richmond Highway, it will be necessary to provide flexibility in the implementation of streetscape improvements in the right of way. Urban design elements should be incorporated into each site in a way that transitions effectively to adjacent existing properties and future planned land uses."



### **STREETSCAPE ELEMENTS**

Attractive streetscape includes a well designed road edge with street furniture and other features and provides an improved identity, visual continuity and user safety. In order to establish a uniform roadway edge on major and minor arterials, a consistent landscape corridor is prescribed which includes coordinated areas for landscaping, sidewalks and landscaped parking lot edges or browsing areas. Figures 17 and 18 visually display a cross section of the roadway edge plans as envisioned on major and minor roadways.

### **LANDSCAPE CORRIDOR**

A landscape corridor consists of the total landscape treatments placed parallel to the road edge and property line between the curb and the building or parking lot. The following landscape corridor treatments are recommended:

#### **A. Streetscape treatments for Richmond Highway, Kings Highway and Mount Vernon Memorial Highway:**

As depicted in Figure 17, on these prominent roadways located within the Richmond Highway Corridor area, a 20'-25' total landscape corridor width should be provided and comprised of:

##### **1. Off-site improvements:**

- a. On east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway:
  - 1) a 9' wide curb edge landscape strip and
  - 2) a 6' wide masonry sidewalk
- b. On west side of Richmond Highway:
  - 1) a 8' wide curb edge landscape strip and
  - 2) a 10' asphalt trail on the west side of the roadway; and

##### **2. On-site improvements:**

- a. On the east side of Richmond Highway and both sides of Kings Highway and Mount Vernon Highway provide either a 5' wide paved browsing area where a building abuts the landscape corridor or a 10' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.
- b. On the west side of Richmond Highway provide either a 4' wide paved browsing area where a building abuts the landscape corridor or a 7' wide landscaped screening strip if a parking lot or other non-building edge types abuts the landscape corridor.

#### **B. Streetscape treatments on all other streets intersecting Richmond Highway:**

As depicted in Figure 18, on other streets that intersect Richmond Highway and are within the Richmond Highway Corridor area, a 15' total landscape corridor width should be provided and comprised of:

##### **1. Off-site improvements:**

- a. 5' wide curb edge landscape strip;
- b. 5' wide sidewalk; and

##### **2. On-site improvements:**

- a. either a 5' wide paved browsing strip where a building abuts the landscape corridor or a 5' wide landscaped screening strip when a parking lot or other non-building edge types abuts the landscape corridor.



**BROWSING STRIP** A browsing strip is an important part of the landscape corridor in areas where buildings are oriented toward the street and have little or no front setback. In these cases, a minimum 5' wide masonry surface between the sidewalk and building front should be provided to encourage pedestrian activity especially where retail stores are located on the first level of a building.

**CENTER HIGHWAY MEDIAN** Along Richmond Highway, a 16'-20' raised median is planned as part of the highway improvements. This median should be planted with groups of flowering trees or large deciduous trees and underplanted with groundcovers and shrubs. Sight lines should not be obscured by plantings at initial installation or at maturity.

**BICYCLE LANE** Along the Richmond Highway streetscape, a bicycle lane should be accommodated in the wider outside roadway lanes in each direction. In addition, bicycles will be accommodated in a 10' multi-purpose trail on the west side of Richmond Highway.

**STREET FURNITURE** Provide some or all of these features in a coordinated style, where feasible and/or appropriate, both in streetscape and other areas:

Trash receptacles	Bollards
Benches	Planters
Kiosks	Water Fountains
Tree Grates/Guards	Bus Shelters
Bicycle Racks	

**STREETLIGHTING** Provide flat lens streetlight fixtures mounted on black painted poles with all wiring placed underground. In areas of significant pedestrian activity, uniform pedestrian-scale lampposts are more appropriate and can supplement the aforementioned overhead streetlights. All lighting fixtures should be well placed within the streetscape and have full cut-off lighting that is directed downward in an effort to reduce glare and provide uniform directed illumination.

**UTILITIES** Place all utility distribution lines underground.

**LANDMARKS** Provide distinctive major and minor features that contribute to a sense of place (i.e. clock towers, distinctive architecture, fountains, furnished open space, public art, arcades, plazas, etc.), where feasible and/or appropriate.

**OPEN SPACE** Preserve existing natural features or create attractive open space where people can gather and/or view in a pleasant environment.

**GATEWAYS/ENTRY AREAS** At locations identified in the Plan as gateways to the Corridor or Community Business Centers, provide distinctive features to identify entry into the Corridor and/or the individual Community Business Centers. Utilize special landscape and other treatments to identify and reinforce entry areas.

**PAVEMENT TREATMENTS** Provide surface treatments in pedestrian areas and on crosswalks that contrast with the roadway surface to enhance the appearance and clearly identify areas of pedestrian walkways.

**ENVIRONMENTAL PRESERVATION** Preserve sensitive environmental features and existing quality vegetation.



### **PARKING ELEMENTS**

The provision of adequate parking is essential to commercial activities. Poorly designed parking lots dominate the Richmond Highway Corridor. These recommendations provide guidance for visually and functionally improving existing and new parking facilities.

**INTERPARCEL ACCESS** Provide vehicular and pedestrian connections between adjacent developments instead of service drives, where feasible.

### **PARKING LOT DESIGN**

Divide lots into smaller sections using landscaped medians to avoid large expanses of parking areas.

Ensure adequate visual clearance at intersections.

Provide internal circulation which is efficient, yet attractive and user-friendly.

Consolidate access points.

Use clear and legible signs and other techniques to direct the flow of vehicular and pedestrian traffic.

Provide sidewalks or walkways for safe pedestrian access that connect to adjacent street sidewalks and/or trails.

### **PARKING LOT LIGHTING**

Locate or screen parking lot lighting, with respect to spatial design and fixture height, to minimize impacts on adjacent neighborhoods.

When replacing or installing new lighting, eliminate direct glare through the use of fully-shielded luminaires that direct the light downward.

Lighting fixtures should be positioned, with respect to spatial design and fixture height, to give adequate uniformity of the illuminated area.

Place lighting for signs and/or buildings above and in front of the object to be illuminated and keep the light restricted to that area.

All lights should be directed downward and shielded to create less glare impact to drivers, pedestrians, neighbors and other users.

Placement of light fixtures should not conflict with landscape treatments, especially trees.

### **PARKING LOT LANDSCAPING**

#### **A. Interior Parking Lot Landscaping**

When there is a proposed expansion or enlargement of an existing development which involves the addition of 20 or more parking spaces, provide at least 1 shade tree per 8 parking spaces in the new or expanded parking areas and exceed Zoning Ordinance requirements for parking lot landscaping by 5%. To achieve these ratios, the following alternatives or a combination of these alternatives should be considered:

1. Provide a continuous landscape strip between every four rows of parking. This should be a minimum of eight feet in width to accommodate a low hedge and shade trees, and/or
2. Create large planting islands (over 600 square feet) to be located throughout the lot and planted with shade trees, low shrubs, and/or ground cover. These should preferably be located at the ends of parking rows, and/or
3. Provide planting islands (a minimum of nine feet wide) between every 10 to 15 spaces to avoid long rows of parked cars. Each of these islands should provide at least one shade tree having a clear trunk height of at least six feet.

#### **B. Peripheral Parking Lot Landscaping**

1. When a parking lot abuts land not in a right of way, provide peripheral parking lot landscaping as follows:



- a. For expansions or enlargements of existing developments which involve the addition of less than 100% of the total gross floor area of all existing buildings on a lot, no peripheral landscaping should be required.
  - b. For redevelopments involving the total removal of all buildings on a lot and the construction of new buildings or the addition of 100% or more of the total gross floor area of all buildings on a lot or new developments on vacant land, a landscaping strip at least four feet in width should be located between the parking lot and the abutting property lines, except where driveways or other openings may necessitate other treatment. Within that landscape strip at least one tree for each fifty linear feet should be planted.
2. For new development and expansions, enlargements or redevelopment of existing developments as described above, and when a parking lot property line abuts the right of way, a landscaping strip ten (10) feet in width on the east side of Richmond Highway and both sides of Kings Highway and seven (7) feet in width on the west side of Richmond Highway, exclusive of sidewalk, trail or parallel utility easements, should be located on the lot where it abuts the right of way. On other streets intersecting Richmond Highway, a five (5) foot parking strip shall be required where a parking lot property line abuts the right of way. This landscaping strip should be planted in accordance with the landscape treatments section recommended in the landscape elements section of these urban design recommendations.

Flexibility in the application of the preceding parking lot landscaping guidance may be necessary if it is not feasible to meet these requirements in the case of expansions or enlargements of existing developments.

**C. Structured Parking**

The visual impacts of structured parking should be reduced by:

1. Rooftop Landscaping. On the top level, landscape areas should be provided, and planted with shade trees and shrubs. These should be provided at a minimum at the end of each row of parking.
2. Landscaped Setbacks. The perimeter of the parking structure should be landscaped at ground level.
3. Multilevel Plantings. The use of planting boxes and trellises should be considered on the exterior parapet of parking structures.
4. All of the above landscaping applications will need to have special detailed designs developed to ensure proper drainage within the landscaped areas.

**D. Parking Lot Entry Landscaping**

Provide distinctive landscape treatments at parking lot entry points.

**LANDSCAPE ELEMENTS**

The provision of well placed, selected and maintained plant materials will improve visual and environmental conditions and make the Richmond Highway corridor more attractive to users.

**PLANTINGS WITHIN THE LANDSCAPE CORRIDOR**

**Tree Planting Patterns within Landscape Strips Along Richmond Highway**

Within Community Business Centers, a linear planting pattern along Richmond Highway is recommended within the landscape strips. A minimum of 1 canopy tree per 25-30 linear feet with regular spacing should be provided depending on tree species selected, whether overhead utility lines exist and VDOT requirements.



Within Suburban Neighborhood Areas, a random or clustered planting pattern along Richmond Highway is recommended within landscape strips. A minimum of 3 trees per cluster with clusters spaced at least every 30 to 40 feet should be provided depending on the tree species selected, whether overhead utility lines exist and VDOT requirements.

#### **Parking Lot Planting Strips**

In parking lot planting strips that abut a right of way, in addition to the tree plantings recommended in the Parking Elements section above, provide a hedge row underplanting to screen vehicles from view.

#### **Landscape Corridor Trees**

Within the landscape corridor landscape and planting strips, if there are no existing or proposed overhead utility lines, there should be at least one (1) large deciduous tree planted in the landscaping strips for each thirty (30) feet of length. If there are overhead utility lines, there should be at least one (1) small to medium deciduous tree planted in the landscaping strips every twenty-five (25) feet of length. Trees planted in the landscaping strips beneath overhead utility lines should be of a shape and character so as not to interfere with the utility lines.

#### **TREE SELECTION CRITERIA**

The following criteria should be used in the selection of trees:

- 1) Drought resistant
- 2) Tolerant of site light conditions
- 3) Must not exceed 30' tall at maturity if placed under utility lines
- 4) Minimum 2 ½" caliper at time of planting
- 5) 5-6' branch clearance, when planted, for street and peripheral parking lot trees
- 6) Requires low maintenance
- 7) Bears no objectionable fruit
- 8) Species is readily available
- 9) Single stemmed along streets and either single stemmed or multi-stemmed in interior parking lots or other appropriate landscape areas
- 10) Road salt tolerant
- 11) Disease resistant
- 12) Insect resistant

#### **RECOMMENDED TREE SPECIES**

The following species are choices to consider. Other species may be appropriate as determined by the Urban Forester.

- |                                 |                                  |                                  |
|---------------------------------|----------------------------------|----------------------------------|
| <b>a. Large Deciduous Trees</b> | <b>b. Medium Deciduous Trees</b> | <b>c. Columnar Trees</b>         |
| red oak                         | Sargent or kwanzan cherry        | hedge maple                      |
| green ash                       | goldenrain tree                  | red maple                        |
| willow oak                      | crabapples                       | gingko (columnar varieties)      |
| London planetree                | downy serviceberry               | English oak (columnar varieties) |
| zelkova                         | kousa dogwood                    |                                  |
| red maple                       | saucer/star magnolia             |                                  |
| silver linden                   | hedge maple                      |                                  |
|                                 | flowering plum                   |                                  |
|                                 | hawthorn                         |                                  |
| <b>d. Evergreen Trees</b>       | <b>e. Groundcover/Grass</b>      |                                  |
| eastern white pine              | horizontal juniper species       |                                  |
| eastern red cedar               | liriope                          |                                  |
| leyland cypress                 | fountain grasses                 |                                  |
|                                 | red meidiland rose               |                                  |



<p><b>f. Shrub Hedges</b>  <b>4'-6' at maturity</b>  Manhattan euonymus  dwarf burning bush  pfitzer juniper  densiformis yew  glossy abelia  sea green juniper  compact inkberry</p>	<p><b>2'-3' at maturity</b>  andorra juniper  gold coast juniper  William Penn barberry  helleri holly  bonica rosa</p>
---	---

**TREE AND PLANT MAINTENANCE** Property owners and/or managers shall agree during the development process to maintain and replace plant materials and trees placed in the adjacent right of way and on the property to ensure the long term viability of trees and plants.

***BUILDING/SITE DESIGN ELEMENTS***

Quality architectural and site design provide a sense of identity to the corridor. Coordinated and compatible architectural and site design are essential to achieve a well-designed corridor.

**EXISTING BUILDING IMPROVEMENTS**

1. Replace unsightly elements, including signs, siding and artificial materials with more appropriate features and/or materials.
2. Where original quality building materials are to be retained, new building materials should match the original as closely as possible in material, color and texture.
3. Mechanical equipment and other elements located on the roof of a building should be effectively screened.

**MASS OF NEW BUILDINGS** Create building mass that minimizes adverse impacts on adjacent neighborhoods and is compatible with other surrounding uses through the use of tapered building heights, appropriate setbacks, and transitional screening and barriers.

**SCALE AND SITING OF NEW BUILDINGS** Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.

The following guidelines should be used to determine the appropriate scale and site location of new buildings:

1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

**UTILITIES** Place all on-site utility service lines underground.

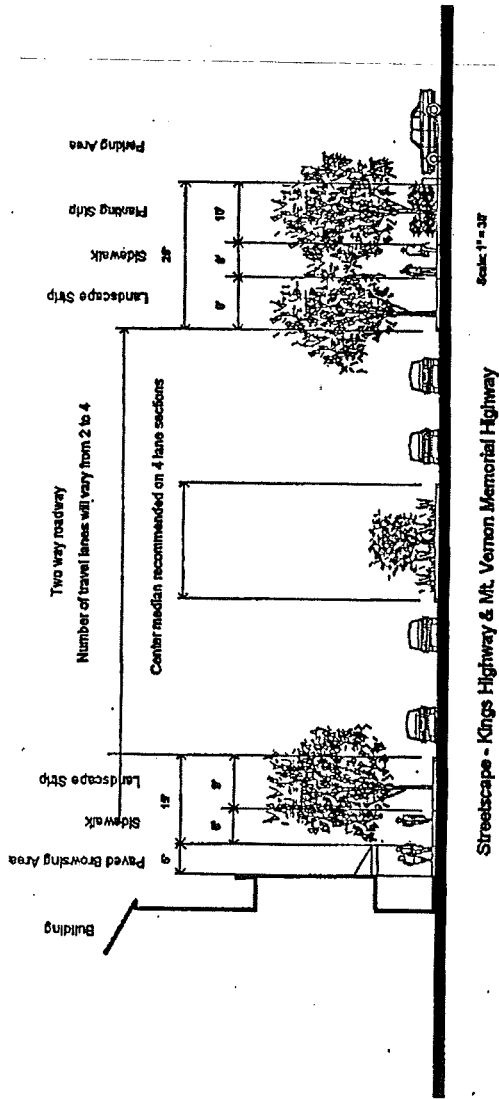
**FUNCTION/USE** Where appropriate and within large developments and core areas, use interior circulation patterns and public plazas to foster increased pedestrian and social activity.

**DETAILING** Create interest through appropriate and coordinated architectural details of



building facades.
<b>COMPATIBLE ARCHITECTURAL DESIGN</b> Where feasible, provide architectural design that is visually coherent, respects the surrounding neighborhood style, scale and character.
<b>COORDINATED DESIGN</b> Provide an overall compatible design for all units in a development. For instance, colors, sign types, awnings, lighting, architectural features and materials should be coordinated to unify blocks and storefronts.
<b>IMAGE IDENTIFICATION</b> Provide distinctive design and architectural details to provide a sense of identity to a particular site, building or location.
<b>SIGNAGE ELEMENTS</b> Well coordinated and designed signage provides a greater sense of orientation to users.
<b>DIMENSIONS AND DESIGN</b> Demonstrate a coordinated sign size, design, style, materials and height through a comprehensive sign plan.
<b>NONCONFORMING SIGNAGE</b> Replace existing nonconforming signs.
<b>SPECIAL AREAS IDENTIFICATION</b> Provide coordinated signage to identify CBCs and gateways as distinctive areas.
<b>CLUTTER</b> Reduce sign clutter especially along the highway edge.
<b>PLACEMENT</b> Install building or ground mounted, coordinated signage rather than pole mounted signage.
<b>CONSOLIDATION</b> Consolidate signage for multiple uses within a single development with coordinated color, materials, lettering and design.
<b>SIGN LIGHTING</b> Minimize sign lighting impacts on adjacent neighborhoods. Minimize glare impacts from sign lighting by placing lighting above and in front of signs and directing the light downward.
<b>PUBLIC SIGNAGE</b> Consolidate public safety, directional, highway identification and other public signage to the extent possible. Place cross street name and block number signs on Richmond Highway traffic light masts. Visibility of public signage should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.
<b>ENTRY SIGNS</b> Provide well-designed commercial and residential development entry signs. Coordinate all landscaping in the vicinity of the sign to compliment, but not obscure, signage.
<b>TEMPORARY SIGNS</b> Prohibit the use of temporary commercial advertising signs and movable signs with flashing lights along street edges. However, banners announcing district-wide events, but not individual businesses or products, shall be allowed on utility or light poles if securely affixed at the top and bottom so as to preclude any fluttering or rotation by the rotation of the atmosphere.
<b>BUILDING NUMBER SIGNAGE</b> Coordinate building numbers and address signage at each address for public safety and identification purposes. Visibility of building numbers should be sized to be readable from vehicles moving at posted speeds on adjacent roadways.





Note: Depending on the type of right of way abutment proposed (i.e. building front or parking area) either a paved browsing strip or a planting strip is recommended.

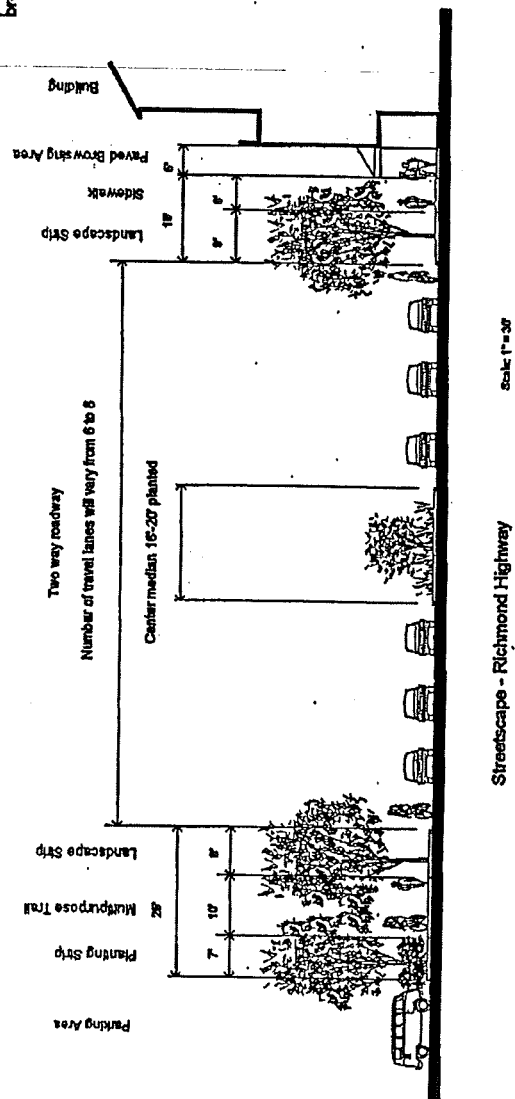
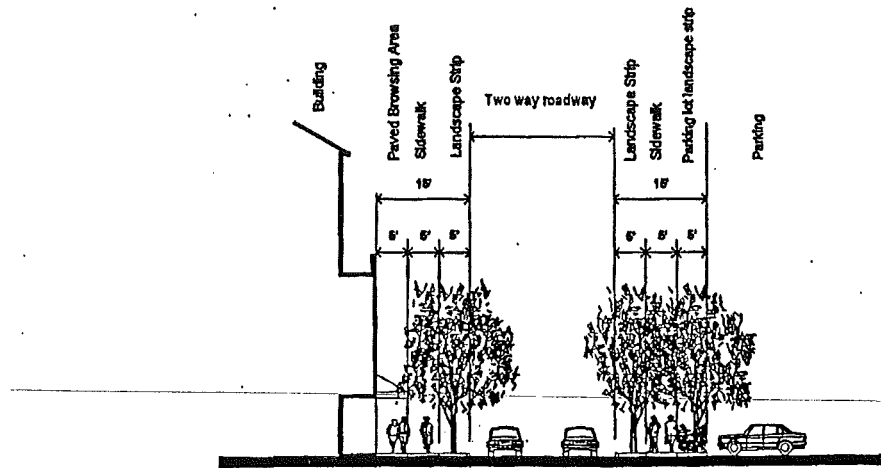


FIGURE 17





Streetscape - Other streets intersecting Richmond Highway Scale: 1" = 30'

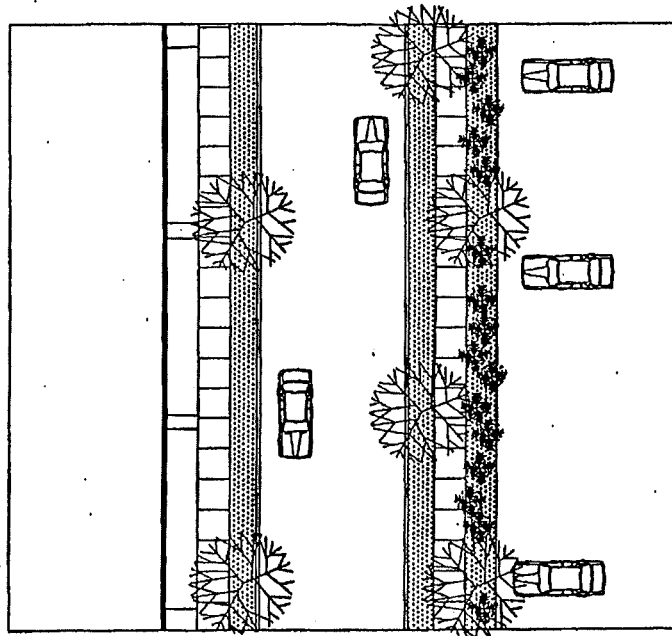


FIGURE 18



## FAIRFAX COUNTY, VIRGINIA

## MEMORANDUM

**TO:** Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

**FROM:** Pamela G. Nee, Chief *PM*  
Environment and Development Review Branch, DPZ

**SUBJECT:** ENVIRONMENTAL ASSESSMENT for: SE 2005-LE-001  
Goodyear – Beacon Mall

**DATE:** 28 March 2005

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. The citations are followed by a discussion of environmental concerns, including a description of potential impacts that may result from the proposed development as depicted on the special permit plat dated March 3, 2005. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

**COMPREHENSIVE PLAN CITATIONS:**

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

In the Fairfax County Comprehensive Plan, Policy Plan, 2003 Edition, Environment section as amended through November 15, 2004, on pages 5 through 7, the Plan states:

**“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**

Policy a. Maintain a best management practices (BMP) program for Fairfax County and ensure that new development and redevelopment complies with the County’s best management practice (BMP) requirements. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations.”



## **ENVIRONMENTAL ANALYSIS:**

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

### **Water Quality**

#### **Issue:**

The applicants are proposing modifications to an existing commercial site. There are no existing water quality or quantity control facilities on the subject property. While the proposed development would result in no significant increase in impervious surface areas, staff has encouraged the applicants to seek opportunities to provide water quality improvement measures as part of the proposed development.

#### **Resolution:**

Staff would encourage the applicants to consider measures which could help to improve water quality in this area. While surface area is very limited for such improvements, it appears that there are areas for landscaping and possible raingardens. Underground detention may also be possible at this location. The latest version of the special exception plat for the proposed development notes the inclusion of a filterra device to address Best Management Practices (BMPs). Any final determination regarding the disposition of runoff from the proposed development should be made by staff in the Department of Public Works and Environmental Services (DPWES).

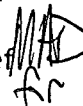
PGN: JRB



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Barbara A. Byron, Director  
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief   
Site Analysis Section, DOT

FILE: 3-5 (SE 2005-LE-001)

SUBJECT: SE 2005-LE-001; Saul Holding, L.P.  
Land Identification Map: 93-1 ((1)) 1A

DATE: March 25, 2005

This department has completed its review of the subject request and the accompanying special exception plat dated December 2, 2004, revised through March 3, 2005. We have no objection to approval of the application.

AKR/MAD

cc: Michelle Brickner, Director, Office of Site Development Services, Department  
of Public Works and Environmental Services





# COMMONWEALTH of VIRGINIA

PHILIP A. SHUCET  
COMMISSIONER

## DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway  
Chantilly, VA 20151  
(703) 383-VDOT (8368)

DENNIS C. MORRISON  
DISTRICT ADMINISTRATOR

January 21, 2005

Ms. Barbara A. Byron  
Director of Zoning Evaluation  
Department of Planning and Zoning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5511

Re: SE 2005-LE-001, Beacon Mall  
Tax Map No.: 0092-2 ((1))

Dear Ms. Byron,

This office has reviewed the special exception plat relative to special exception application 2004-LE-001 and offers the following comments.

Per the Comprehensive Plan, Route 1 will be reconstructed to an eight lane divided facility. The applicant should dedicate right of way from the centerline to the property line in accordance with the widening.

As shown on the submitted plan no additional entrances will be proposed with this application.

For any additional information please contact this office.

Sincerely,

A handwritten signature in cursive script, reading "Noreen H. Maloney".

Noreen H. Maloney  
Transportation Engineer

cc: Ms. A. Rodeheaver



## 9-006 General Standards

## APPENDIX 7

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.



### **7-607 Special Exception Uses**

1. All uses permitted by special exception in the underlying zoning district(s) except as qualified by Sect. 601 above.
2. Except as permitted by right pursuant to Sections 4-502, 4-602, 4-702, 4-802, 4-902 and 10-202, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts subject to the provisions of Part 6 of Article 9 and Sect. 608 below.

### **7-608 Use Limitations**

All uses shall be subject to the use limitations set forth in the underlying zoning district(s), and, in addition, drive-in banks, fast food restaurants, quick-service food stores, service stations and service station/mini-marts shall be subject to the following use limitations:

1. In any Highway Corridor Overlay District:
  - A. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
  - B. Such a use shall have access designed so as not to impede traffic on a public street intended to carry through traffic. To such end, access via the following means may be given favorable consideration:
    - (1) Access to the site is provided by a public street other than one intended to carry through traffic, and/or
    - (2) Access to the site is provided via the internal circulation of a shopping center, which center contains at least six (6) other commercial uses, or an office complex having a limited number of well-designed access points to the public street system and no additional direct access is provided to the site from a public street intended to carry through traffic over and above those entrances which may exist to provide access to the shopping center, and/or
    - (3) Access to the site is provided by a functional service drive, which provides controlled access to the site.
  - C. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.



**9-503 Standards For All Category 5 Uses**

In addition to the general standards set forth in Sect. 006 above, all Category 5 special exception uses shall satisfy the following standards:

- ☐ 1. Except as qualified in the following Sections, all uses shall comply with the lot size and bulk regulations of the zoning district in which located.
- ☐ 2. All uses shall comply with the performance standards specified for the zoning district in which located.
- ☐ 3. Before establishment, all uses, including modifications or alterations to existing uses, shall be subject to the provisions of Article 17, Site Plans.



**9-505 Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-in Banks, Fast Food Restaurants, Quick-Service Food Stores, Service Stations and Service Stations/Mini-Marts**

1. In all districts where permitted by special exception:
  - A. Such a use shall have on all sides the same architectural features or shall be architecturally compatible with the building group or neighborhood with which it is associated.
  - B. Such a use shall be designed so that pedestrian and vehicular circulation is coordinated with that on adjacent properties.
  - C. The site shall be designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation. Parking and stacking spaces shall be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.
  - D. In reviewing such a use or combination of uses, it shall be determined that the lot is of sufficient area and width to accommodate the use and that any such use will not adversely affect any nearby existing or planned residential areas as a result of the hours of operation, noise generation, parking, glare or other operational factors...
3. In the C-5 and C-6 Districts, in addition to Par. 1 above:
  - A. There shall be no outdoor storage or display of goods offered for sale except for the outdoor storage or display of goods permitted at a service station or service station/mini-mart.
  - B. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.

5.



2. Where the underlying district is C-2, C-3 or C-4, in addition to Par. 1 above:
  - A. Service stations shall not include any uses such as vehicle or tool rental.
  - B. Service stations shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
3. Where the underlying district is C-5 or C-6, in addition to Par. 1 above:
  - A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than two (2) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours, subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
4. Where the underlying district is C-7, C-8, C-9, I-3 or I-4, in addition to Par. 1 above:
  - A. Service stations and service station/mini-marts shall not be used for the performance of major repairs, and shall not include the outdoor storage of more than four (4) abandoned, wrecked or inoperable vehicles on the site for more than seventy-two (72) hours subject to the limitation that there shall be no dismantling, wrecking or sale of said vehicles or parts thereof. In addition, in no event shall any one (1) abandoned, wrecked or inoperable vehicle be stored outdoors for a period exceeding seventy-two (72) hours.
5. Where the underlying district is I-5 or I-6, in addition to Par. 1 above:
  - A. Service stations and service station/mini-marts shall not be used



for the performance of major repairs.



**GLOSSARY**

This Glossary is provided to assist the public in understanding the staff evaluation and analysis of development proposals. It should not be construed as representing legal definitions. Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan or Public Facilities Manual for additional information.

**ABANDONMENT:** Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of-way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

**ACCESSORY DWELLING UNIT (OR APARTMENT):** A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

**AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT:** Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

**AGRICULTURAL AND FORESTAL DISTRICTS:** A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

**BARRIER:** A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

**BEST MANAGEMENT PRACTICES (BMPs):** Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

**BUFFER:** Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

**CHESAPEAKE BAY PRESERVATION ORDINANCE:** Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

**CLUSTER DEVELOPMENT:** Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

**COUNTY 2232 REVIEW PROCESS:** A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

**dBA:** The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

**DENSITY:** Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

**DENSITY BONUS:** An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

**DEVELOPMENT CONDITIONS:** Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.



**DEVELOPMENT PLAN:** A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

**EASEMENT:** A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

**ENVIRONMENTAL QUALITY CORRIDORS (EQCs):** An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

**ERODIBLE SOILS:** Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

**FLOODPLAIN:** Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

**FLOOR AREA RATIO (FAR):** An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

**FUNCTIONAL CLASSIFICATION:** A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

**GEOTECHNICAL REVIEW:** An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

**HYDROCARBON RUNOFF:** Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

**IMPERVIOUS SURFACE:** Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

**INFILL:** Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

**INTENSITY:** The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

**Ldn:** Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

**LEVEL OF SERVICE (LOS):** An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

**MARINE CLAY SOILS:** Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.



**OPEN SPACE:** That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

**OPEN SPACE EASEMENT:** An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

**P DISTRICT:** A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

**PROFFER:** A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

**PUBLIC FACILITIES MANUAL (PFM):** A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

**RESOURCE MANAGEMENT AREA (RMA):** That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**RESOURCE PROTECTION AREA (RPA):** That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**SITE PLAN:** A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

**SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP):** Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

**STORMWATER MANAGEMENT:** Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

**SUBDIVISION PLAT:** The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS:** This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.



**URBAN DESIGN:** An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

**VACATION:** Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

**VARIANCE:** An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

**WETLANDS:** Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

**TIDAL WETLANDS:** Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

#### Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		